

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, [\$67,778,000, of which not to exceed \$1,929,000 shall be available for the immediate Office of the Secretary; not to exceed \$619,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$13,355,000 shall be available for the Office of the General Counsel; not to exceed \$3,058,000 shall be for the Office of the Assistant Secretary for Policy; not to exceed \$7,421,000 shall be available for the Office of the Assistant Secretary for Aviation and International Affairs; not to exceed \$7,728,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,282,000 shall be available for the Office of the Assistant Secretary for Government Affairs; not to exceed \$19,250,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,723,000 shall be available for the Office of Public Affairs; not to exceed \$1,204,000 shall be available for the Office of the Executive Secretariat; not to exceed \$507,000 shall be available for the Board of Contract Appeals; not to exceed \$1,240,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$1,321,000 shall be available for the Office of Intelligence and Security; not to exceed \$6,141,000 shall be available for the Office of the Chief Information Office] \$96,100,000: *Provided*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further* that no appropriation for any office shall be increased or decreased by more than 7 percent by all such transfers: *Provided further*, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations]. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 General administration	64	71	96
09.01 Reimbursable program	9	12	12
10.00 Total new obligations	73	83	108
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	.....
22.00 New budget authority (gross)	74	83	108
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
23.90 Total budgetary resources available for obligation	76	84	108
23.95 Total new obligations	-73	-83	-108
24.40 Unobligated balance carried forward, end of year	1	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	66	71	96
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash) .....	.....	12	12
68.10 Change in uncollected customer payments from Federal sources (unexpired)	8	.....	.....
68.90 Spending authority from offsetting collections (total discretionary)	8	12	12

70.00 Total new budget authority (gross)	74	83	108
Change in obligated balances:			
72.40 Obligated balance, start of year	13	5	5
73.10 Total new obligations	73	83	108
73.20 Total outlays (gross)	-72	-82	-106
73.40 Adjustments in expired accounts (net)	1	.....	.....
73.45 Recoveries of prior year obligations	-1	.....	.....
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-8	.....	.....
74.40 Obligated balance, end of year	5	5	7

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	64	76	99
86.93 Outlays from discretionary balances	8	5	8
87.00 Total outlays (gross)	72	82	106

Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources .....	.....	-12	-12
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-8	.....	.....

Net budget authority and outlays:			
89.00 Budget authority	66	71	96
90.00 Outlays	72	70	94

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	63	67	92
90.00 Outlays	69	66	90

General administration.—This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	32	34	33
11.3 Other than full-time permanent	3	4	4
11.9 Total personnel compensation	35	38	37
12.1 Civilian personnel benefits	9	12	12
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	7	8	8
25.2 Other services	4	6	31
25.3 Other purchases of goods and services from Government accounts	7	6	7
31.0 Equipment	1	.....	.....
99.0 Direct obligations	64	71	96
99.0 Reimbursable obligations	9	12	12
99.9 Total new obligations	73	83	108

Personnel Summary

Identification code 69-0102-0-1-407	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	409	450	467

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Personnel Summary—Continued

Identification code 69-0102-0-1-407	2001 actual	2002 est.	2003 est.
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	28	35	33

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$8,500,000]** \$9,170,000. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Direct program	8	9	9
09.01 Reimbursable program			2
10.00 Total new obligations	8	9	11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	8	9	11
23.95 Total new obligations	-8	-9	-11
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	8	9	9
68.10 Spending authority from offsetting collections: Change in uncollected customer payments from Federal sources (unexpired)			2
70.00 Total new budget authority (gross)	8	9	11
Change in obligated balances:			
72.40 Obligated balance, start of year	1	2	1
73.10 Total new obligations	8	9	11
73.20 Total outlays (gross)	-7	-9	-9
74.00 Change in uncollected customer payments from Federal sources (unexpired)			-2
74.40 Obligated balance, end of year	2	1	1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	7	8	10
86.93 Outlays from discretionary balances		1	1
87.00 Total outlays (gross)	7	9	9
Offsets:			
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)			-2
Net budget authority and outlays:			
89.00 Budget authority	8	9	9
90.00 Outlays	6	9	9

This appropriation finances the costs of a Departmental Civil Rights office. This office is responsible for enforcing laws and regulations which prohibit discrimination in federally-operated and assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	5	5

12.1 Civilian personnel benefits	1	1	1
25.2 Other services	2	3	3
99.0 Direct obligations	8	9	9
99.0 Reimbursable obligations			2
99.9 Total new obligations	8	9	11

Personnel Summary

Identification code 69-0118-0-1-407	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	65	70	70

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$3,000,000, to remain available until September 30, **[2003] 2004: Provided,** That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Department of Transportation and Related Agencies Appropriations Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations	2	4	3
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		1	
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	3	4	3
23.95 Total new obligations	-2	-4	-3
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	3	3	1
73.10 Total new obligations	2	4	3
73.20 Total outlays (gross)	-2	-4	-4
74.40 Obligated balance, end of year	3	1	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	3	3
86.93 Outlays from discretionary balances		1	
87.00 Total outlays (gross)	2	4	4
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	2	4	4

Minority business outreach.—This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms, in securing contracts and subcontracts resulting from transportation-related Federal support. It also participates in cooperative agreements with historically black and hispanic colleges.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	2001 actual	2002 est.	2003 est.
25.2 Other services		1	2
41.0 Grants, subsidies, and contributions	2	3	1
99.9 Total new obligations	2	4	3

NEW HEADQUARTERS BUILDING

For necessary expenses of customizing the Department of Transportation's new base building and related advisory services, \$25,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)			25
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			25
23.95 Total new obligations			-25
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			25
Change in obligated balances:			
73.10 Total new obligations			25
73.20 Total outlays (gross)			-25
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			25
Net budget authority and outlays:			
89.00 Budget authority			25
90.00 Outlays			25

This new appropriation finances the 2003 costs for the new Department of Transportation headquarters project to consolidate all of the department's headquarters operating administration functions (except FAA), from various locations into a state-of-the-art, efficient leased building(s) within the central employment area of the District of Columbia.

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1		
22.00 New budget authority (gross)	-1		
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded	-1		
Net budget authority and outlays:			
89.00 Budget authority	-1		
90.00 Outlays			

Until 1997, payments to GSA for headquarters and field space rental and related services for all modes were consolidated into this account. Beginning in 1998, however, all GSA rental payments are reflected in the modal budgets.

COMPENSATION FOR AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	2,328	2,672	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		2,672	
22.00 New budget authority (gross)	5,000		
23.90 Total budgetary resources available for obligation	5,000	2,672	

23.95	Total new obligations	-2,328	-2,672	
24.40	Unobligated balance carried forward, end of year	2,672		
New budget authority (gross), detail:				
Mandatory:				
60.00	Appropriation	5,000		
Change in obligated balances:				
73.10	Total new obligations	2,328	2,672	
73.20	Total outlays (gross)	-2,328	-2,672	
Outlays (gross), detail:				
86.97	Outlays from new mandatory authority	2,328		
86.98	Outlays from mandatory balances		2,672	
87.00	Total outlays (gross)	2,328	2,672	
Net budget authority and outlays:				
89.00	Budget authority	5,000		
90.00	Outlays	2,328	2,672	

The Air Transportation Safety and System Stabilization Act (P.L. 107-42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001, terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. The Administration is not requesting additional funds for this purpose in 2003.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$11,993,000]** \$10,835,000. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
Direct program:				
00.01	Transportation policy and planning	10	12	6
00.02	Safe skies	2	5	
00.03	FedDocket			5
01.00	Total direct program	12	17	11
09.00	Reimbursable program	1	3	3
10.00	Total new obligations	13	20	14
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	2	1	
22.00	New budget authority (gross)	13	15	14
22.22	Unobligated balance transferred from other accounts		5	
23.90	Total budgetary resources available for obligation	15	21	14
23.95	Total new obligations	-13	-20	-14
24.40	Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	11	12	11
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)		3	3
68.10	Change in uncollected customer payments from Federal sources (unexpired)	2		
68.90	Spending authority from offsetting collections (total discretionary)	2	3	3
70.00	Total new budget authority (gross)	13	15	14
Change in obligated balances:				
72.40	Obligated balance, start of year	2	3	10
73.10	Total new obligations	13	20	14
73.20	Total outlays (gross)	-10	-14	-15
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-2		
74.40	Obligated balance, end of year	3	10	9

General and special funds—Continued

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0142-0-1-407	2001 actual	2002 est.	2003 est.
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	8	7
86.93 Outlays from discretionary balances	3	4	7
87.00 Total outlays (gross)	10	14	15
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-3	-3
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-2		
Net budget authority and outlays:			
89.00 Budget authority	11	12	11
90.00 Outlays	10	11	12

This appropriation finances research activities and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies.

The program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Activities support the development of transportation policy, coordination of national level transportation planning, and such issues as regulatory modernization, energy conservation, and environmental and safety impacts of transportation. These also support departmental leadership on aviation economic policy and international transportation issues. This account also includes \$5 million for the development of a government-wide, online rulemaking docket management system.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	3
25.2 Other services	10	15	8
99.0 Direct obligations	12	17	11
99.0 Reimbursable obligations	1	3	3
99.9 Total new obligations	13	20	14

Personnel Summary

Identification code 69-0142-0-1-407	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	22	26	32

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Direct program	52	50	30
09.00 Reimbursable program			83
10.00 Total new obligations	52	50	113
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2		
22.00 New budget authority (gross)	50	20	113
22.22 Unobligated balance transferred from other accounts		30	
23.90 Total budgetary resources available for obligation	52	50	113

23.95 Total new obligations	-52	-50	-113
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New budget authority (gross), detail:

Mandatory:			
62.00 Transferred from other accounts	50	20	30
62.50 Appropriation (total mandatory)	50	20	30
Discretionary:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)			83
70.00 Total new budget authority (gross)	50	20	113

Change in obligated balances:

72.40 Obligated balance, start of year	18	21	18
73.10 Total new obligations	52	50	113
73.20 Total outlays (gross)	-49	-53	-88
74.40 Obligated balance, end of year	21	18	43

Outlays (gross), detail:

86.90 Outlays from new discretionary authority			50
86.93 Outlays from discretionary balances	20	21	12
86.97 Outlays from new mandatory authority	30	12	18
86.98 Outlays from mandatory balances		20	8
87.00 Total outlays (gross)	49	53	88

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-83

Net budget authority and outlays:

89.00 Budget authority	50	20	30
90.00 Outlays	49	53	5

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service program and rural airport improvements. To the extent that fee collections fall below \$50 million, current law requires the difference to be covered by Federal Aviation Administration funds. The 2003 budget assumes the collection of \$30 million in overflight fees, with the balance of \$83 million to be paid from the FAA Airport improvement program (AIP). The budget proposes to increase the authorized funding level to \$113 million for 2003, of which \$63 million would be provided from AIP to cover anticipated shortfalls above the \$50 million minimum funding level. The budget proposes general provision language that will enable the Department to manage taxpayer resources dedicated to this purpose more effectively.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
41.0 Grants, subsidies, and contributions	51	49	29
99.0 Direct obligations	52	50	30
99.0 Reimbursable obligations			83
99.9 Total new obligations	52	50	113

Personnel Summary

Identification code 69-5423-0-2-402	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	10	10	10
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment			

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$125,323,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
09.01 DOT service center activities	111	117	131
09.02 Non-DOT service center activities	214	347	352
10.00 Total new obligations	325	464	483
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	18	18
22.00 New budget authority (gross)	325	464	483
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	343	482	501
23.95 Total new obligations	-325	-464	-483
24.40 Unobligated balance carried forward, end of year	18	18	18
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	257	464	483
69.10 Change in uncollected customer payments from Federal sources (unexpired)	68		
69.90 Spending authority from offsetting collections (total mandatory)	325	464	483
Change in obligated balances:			
72.40 Obligated balance, start of year	-11	-43	-43
73.10 Total new obligations	325	464	483
73.20 Total outlays (gross)	-285	-464	-483
73.45 Recoveries of prior year obligations	-4		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-68		
74.40 Obligated balance, end of year	-43	-43	-43
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	285	464	483
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-257	-464	-483
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-68		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	28		

The Transportation Administrative Service Center (TASC) finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed through negotiated agreements with Departmental operating administrations, and other governmental elements requiring the center's capabilities.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	2001 actual	2002 est.	2003 est.
Personnel compensation:			
11.1 Full-time permanent	17	19	20
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1		
11.9 Total personnel compensation	19	20	21
12.1 Civilian personnel benefits	5	5	5
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	1	1	2
22.0 Transportation of things			1
23.1 Rental payments to GSA	5	5	6
23.3 Communications, utilities, and miscellaneous charges	15	15	15
25.2 Other services	264	408	423
26.0 Supplies and materials	3	4	4
31.0 Equipment	12	5	5
99.9 Total new obligations	325	464	483

Personnel Summary

Identification code 69-4520-0-4-407	2001 actual	2002 est.	2003 est.
2001 Total compensable workyears: Full-time equivalent employment	291	281	281

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, \$500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000. In addition, for administrative expenses to carry out the guaranteed loan program, \$400,000. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.02 Guarantee loan subsidy		1	1
10.00 Total new obligations (object class 41.0)		1	1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2	1	1
23.95 Total new obligations		-1	-1
23.98 Unobligated balance expiring or withdrawn	-2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2	1	1
Change in obligated balances:			
72.40 Obligated balance, start of year	5	1	
73.10 Total new obligations		1	1
73.20 Total outlays (gross)		-2	-1
73.40 Adjustments in expired accounts (net)	-4		
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		1	1
86.93 Outlays from discretionary balances		1	
87.00 Total outlays (gross)		2	1
Net budget authority and outlays:			
89.00 Budget authority	2	1	1
90.00 Outlays		2	1

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER PROGRAM—Continued

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0155-0-1-407	2001 actual	2002 est.	2003 est.
Direct loan levels supportable by subsidy budget authority:			
115001 MBRC—Direct loan levels			
115901 Total direct loan levels			
Direct loan subsidy (in percent):			
132001 Direct loan levels	0.00	0.00	0.00
132901 Weighted average subsidy rate	0.00	0.00	0.00
Direct loan subsidy budget authority:			
133001 Direct loan levels			
133901 Total subsidy budget authority			
Direct loan subsidy outlays:			
134001 Direct loan levels			
134901 Total subsidy outlays			
Guaranteed loan levels supportable by subsidy budget authority:			
215001 MBRC—Loan guarantee levels	14	18	18
215901 Total loan guarantee levels	14	18	18
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee levels	2.69	2.70	2.69
232901 Weighted average subsidy rate	2.69	2.70	2.69
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee levels	2	1	1
233901 Total subsidy budget authority	2	1	1
Guaranteed loan subsidy outlays:			
234001 Loan guarantee levels		1	1
234901 Total subsidy outlays		1	1

Office of Small and Disadvantaged Business Utilization (OSDBU)/Minority Business Resource Center (MBRC).—Provides assistance in obtaining short-term working capital and bonding for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) Firms.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with guaranteed loans obligated in 2001 and beyond, as well as administrative expenses of this program.

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4186-0-3-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.02 Interest to Treasury	1		
10.00 Total new obligations	1		
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	1		
22.10 Resources available from recoveries of prior year obligations	3		
22.40 Capital transfer to general fund	-3		
23.90 Total budgetary resources available for obligation	1		
23.95 Total new obligations	-1		
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	4	5	
68.47 Portion applied to repay debt	-3	-5	
68.90 Spending authority from offsetting collections (total discretionary)	1		

Change in obligated balances:

72.40 Obligated balance, start of year	4		
73.10 Total new obligations	1		
73.20 Total financing disbursements (gross)	-1		
73.45 Recoveries of prior year obligations	-3		
87.00 Total financing disbursements (gross)	1		

Offsets:

Against gross financing authority and financing disbursements:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-4	-5	

Net financing authority and financing disbursements:

89.00 Financing authority	-3	-5	
90.00 Financing disbursements	-2	-5	

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	2001 actual	2002 est.	2003 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1142 Unobligated direct loan limitation (-)			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	7	5	
1231 Disbursements: Direct loan disbursements			
1251 Repayments: Repayments and prepayments	-3	-5	
1290 Outstanding, end of year	5		

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 through 2000 (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4186-0-3-407	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	4			
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	7	5		
1405 Allowance for subsidy cost (-)	-1			
1499 Net present value of assets related to direct loans	6	5		
1999 Total assets	10	5		
LIABILITIES:				
2103 Federal liabilities: Debt	10	5		
2999 Total liabilities	10	5		
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position	10	5		

**MINORITY BUSINESS RESOURCE CENTER
GUARANTEED LOAN FINANCING ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4082-0-3-407	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			1
22.00 New financing authority (gross)		1	1
23.90 Total budgetary resources available for obligation		1	2
24.40 Unobligated balance carried forward, end of year		1	2

New financing authority (gross), detail:

Discretionary:

68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	1	1
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Offsets:

88.00	Against gross financing authority and financing disbursements: Offsetting collections (cash) from: Federal sources	-1	-1
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Net financing authority and financing disbursements:

89.00	Financing authority		
90.00	Financing disbursements	-1	-1

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2001 actual	2002 est.	2003 est.	
Position with respect to appropriations act limitation on commitments:				
2111	Limitation on guaranteed loans made by private lenders	14	18	18
2150	Total guaranteed loan commitments	14	18	18
2199	Guaranteed amount of guaranteed loan commitments	10	14	14
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	7	24	24
2231	Disbursements of new guaranteed loans	7	18	18
2251	Repayments and prepayments	-1	-8	-8
2290	Outstanding, end of year	7	24	35
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	5	18	26

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments in 2001 and beyond. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4082-0-3-407	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
1101	Federal assets: Fund balances with Treasury		1	1
1999	Total assets		1	1
LIABILITIES:				
2204	Non-Federal liabilities: Liabilities for loan guarantees		1	1
2999	Total liabilities		1	1
NET POSITION:				
3999	Total net position			
4999	Total liabilities and net position		1	1

[PAYMENTS TO AIR CARRIERS]

[(AIRPORT AND AIRWAY TRUST FUND)]

[In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, to be derived from the Airport and Airway Trust Fund, \$13,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 2002.)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, in addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, to be derived from the Airport and Airway Trust Fund, \$50,000,000, to remain available until expended, to be obligated from amounts made available in Public Law 107-38.] (Emergency Supplemental Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
10.00	Total new obligations (object class 25.2)	6	63	
Budgetary resources available for obligation:				
22.00	New budget authority (gross)		63	
22.10	Resources available from recoveries of prior year obligations	6		
23.90	Total budgetary resources available for obligation	6	63	
23.95	Total new obligations	-6	-63	
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation		63	
Change in obligated balances:				
72.40	Obligated balance, start of year	6	1	25
73.10	Total new obligations	6	63	
73.20	Total outlays (gross)	-6	-39	-25
73.45	Recoveries of prior year obligations	-6		
74.40	Obligated balance, end of year	1	25	
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority		38	
86.93	Outlays from discretionary balances	6	1	25
87.00	Total outlays (gross)	6	39	25
Net budget authority and outlays:				
89.00	Budget authority		63	
90.00	Outlays	6	39	25

Through 1997, this program was funded from the Airport and Airway Trust Fund. Starting in 1998 the FAA reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In 2002, in addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to the Payments to Air Carriers program were enacted to meet the needs of the essential air service program. No direct appropriations for this account are being requested in 2003.

TRANSPORTATION SECURITY ADMINISTRATION

Federal Funds

General and special funds:

TRANSPORTATION SECURITY ADMINISTRATION

For necessary expenses of the Transportation Security Administration related to [providing civil aviation] transportation security services pursuant to Public Law 107-71, [\$1,250,000,000] \$4,800,000,000, to remain available until expended, of which \$124,000,000 shall be derived from a reimbursement from the heading, "Facilities and Equipment," Federal Aviation Administration, for explosives detection systems in this fiscal year. Provided, That, security service fees authorized under 49 U.S.C. 44940 shall be credited to this appropriation as offsetting collections and used for providing [civil aviation] security services authorized by that section: *Provided further*, That the sum herein appropriated from the General Fund shall be reduced as such offsetting collections are received during fiscal year [2002 so as to result in a final fiscal year appropriation from the General Fund estimated at not more than \$0] 2003: *Provided further*, That any security service fees collected in excess of the amount appropriated under this heading shall become available in fiscal year 2004: *Provided further*, That unobligated balances from this or any previous appropriations Act for the security services of any mode of transportation under the Department of Transportation may be transferred to, and merged with, this account, to remain available until expended, for authorized purposes under this heading. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

General and special funds—Continued

TRANSPORTATION SECURITY ADMINISTRATION—Continued

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for the "Transportation Security Administration", \$94,800,000, to remain available until September 30, 2003, to be obligated from amounts made available in Public Law 107-38: *Provided*, That \$93,300,000 shall be for the Under Secretary of Transportation for Security to award competitive grants to critical national seaports to finance the costs of enhancing facility and operational security: *Provided further*, That such grants shall be awarded based on the need for security assessments and enhancements as determined by the Under Secretary of Transportation for Security, the Administrator of the Maritime Administration, and the Commandant of the U.S. Coast Guard: *Provided further*, That such grants shall not supplant funding already provided either by the ports or by any Federal entity: *Provided further*, That no more than \$1,000,000 of the grant funds available under this heading shall be used for administration.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-2801-0-1-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Direct program		95	2,454
09.01 Reimbursable program		1,250	2,346
10.00 Total new obligations		1,345	4,800
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		1,345	4,800
23.95 Total new obligations		-1,345	-4,800
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		95	2,454
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1,250	2,346
70.00 Total new budget authority (gross)		1,345	4,800
Change in obligated balances:			
72.40 Obligated balance, start of year			202
73.10 Total new obligations		1,345	4,800
73.20 Total outlays (gross)		-1,143	-4,282
74.40 Obligated balance, end of year		202	720
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		1,144	4,080
86.93 Outlays from discretionary balances			202
87.00 Total outlays (gross)		1,143	4,282
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-124
88.40 Non-Federal sources		-1,250	-2,222
88.90 Total, offsetting collections (cash)		-1,250	-2,346
Net budget authority and outlays:			
89.00 Budget authority		95	2,454
90.00 Outlays		-107	1,936

For 2003, the Budget proposes \$4,800 million for the Transportation Security Administration, of which approximately \$2,222 million will be financed by offsetting collections from aviation passenger enplanement security fees and airline security fees. In addition, out of this \$4,800 million, \$124 million will be provided through a reimbursement from the Federal Aviation Administration for explosives detection systems. Funds will be used to provide airline security screeners and the supervisory staff necessary to manage passenger and baggage screening; armed law enforcement personnel for security checkpoints; Federal air marshals; purchase and maintenance of security equipment, including explosive detection systems; and research on advanced screening technologies. The transi-

tion from airline management of passenger screening is planned to occur in 2002, and screening will continue to be the responsibility of the Transportation Security Administration in 2003. The Administration proposes to transfer other modal transportation security functions to the Transportation Security Administration.

Object Classification (in millions of dollars)

Identification code 69-2801-0-1-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
25.2 Other services		2	2,454
41.0 Grants, subsidies, and contributions		93	
99.0 Direct obligations		95	2,454
99.0 Reimbursable obligations		1,250	2,346
99.9 Total new obligations		1,345	4,800

Personnel Summary

Identification code 69-2801-0-1-402	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment		14,800	41,300

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules.

[In millions of dollars]

Budget authority:	2001 actual	2002 est.	2003 est.
Regular appropriations:			
Operating expenses ¹	3,577	3,903	4,635
Acquisition, construction and improvements ²	414	644	736
Environmental compliance and restoration	17	17	17
Alteration of bridges	15	15	
Coast Guard military retirement fund	778	876	889
Reserve training	97	100	113
Research, development, test and evaluation ³	21	21	23
Boat safety	64	64	64
Oil spill recovery, Coast Guard, (OSLTF)	61	61	61
Total, budget authority net ⁴	5,044	5,701	6,538
Direct Obligations:			
Operating expenses	3,577	3,903	4,635
Acquisition, construction, and improvements	856	684	694
Environmental compliance and restoration	17	17	17
Alteration of bridges	15	41	
Coast Guard military retirement fund	778	876	935
Reserve training	97	100	112
Research, development, test, and evaluation	21	21	23
Boat safety	64	64	64
Oil spill recovery, Coast Guard, (OSLTF)	61	61	61
Obligation total net	5,486	5,767	6,541

For comparability purposes this table includes:

¹Includes \$25 million in 2001-2003 from the Oil spill liability trust fund; includes \$340 million in 2001, \$440 million in 2002 and \$340 million in 2003 from the Defense function. Also includes \$92 million in supplemental funding in 2001 pursuant to P.L. 107-20 and \$209 million in supplemental funding in 2002 pursuant to P.L. 107-117.

²Includes \$20 million in 2001-2003 from the Oil spill liability trust fund. Also includes \$4 million in supplemental funding pursuant to P.L. 107-20.

³Includes \$4 million in 2001-2003 from the Oil spill liability trust fund.

⁴2001 discretionary appropriations include the government-wide reduction pursuant to P.L. 106-554.

Federal Funds**General and special funds:**

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C. 402 note) and section 229(b) of the Social Security Act (42 U.S.C.

429(b)]; and recreation and welfare, **[\$3,382,000,000]** \$4,635,268,132, of which **[\$440,000,000]** \$340,000,000 shall be available for defense-related activities; and of which **[\$24,945,000]** \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated in this or any other Act shall be available for pay of administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That of the amounts made available under this heading, not less than \$14,541,000 shall be used solely to increase staffing at Search and Rescue stations, surf stations and command centers, increase the training and experience level of individuals serving in said stations through targeted retention efforts, revise personnel policies and expand training programs, and to modernize and improve the quantity and quality of personal safety equipment, including survival suits, for personnel assigned to said stations: *Provided further*, That the Department of Transportation Inspector General shall audit and certify to the House and Senate Committees on Appropriations that the funding described in the preceding proviso is being used solely to supplement and not supplant the Coast Guard's level of effort in this area in fiscal year 2001. (*Department of Transportation and Related Agencies Appropriations Act of 2002; additional authorizing legislation required.*)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Operating Expenses", \$209,150,000, to remain available until September 30, 2003, to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Unavailable Collections (in millions of dollars)

Identification code 69-0201-0-1-999	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.00 User fees, Navigation assistance services fund			165
Appropriations:			
05.00 Operating expenses (Coast Guard)			-165
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-0201-0-1-999	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	567	458	533
00.02 Aids to navigation	645	650	730
00.03 Marine safety and security	382	1,106	1,433
00.04 Marine environmental protection	289	311	365
00.05 Enforcement of laws and treaties	1,432	1,167	1,334
00.06 Ice operations	110	109	122
00.07 Defense readiness	169	101	118
08.00 Total direct program	3,594	3,902	4,635
09.01 Reimbursable program	95	91	96
10.00 Total new obligations	3,689	3,993	4,731
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	3,693	3,995	4,731
23.95 Total new obligations	-3,689	-3,993	-4,731
23.98 Unobligated balance expiring or withdrawn	-5		

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	3,552	3,671	4,445
40.15 Appropriation (emergency)		209	
40.20 Appropriation (special fund)			165
40.73 Reduction pursuant to P.L. 107-87		-1	
42.00 Transferred from other accounts	18		
43.00 Appropriation (total discretionary)	3,570	3,879	4,610
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	137	116	121
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-14		
68.90 Spending authority from offsetting collections (total discretionary)	123	116	121

70.00 Total new budget authority (gross)	3,693	3,995	4,731
Change in obligated balances:			
72.40 Obligated balance, start of year	562	723	1,018
73.10 Total new obligations	3,689	3,993	4,731
73.20 Total outlays (gross)	-3,544	-3,700	-4,427
73.40 Adjustments in expired accounts (net)	2		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	14		
74.40 Obligated balance, end of year	723	1,018	1,322
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	3,141	3,282	3,872
86.93 Outlays from discretionary balances	402	418	556
87.00 Total outlays (gross)	3,544	3,700	4,427
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Department of Defense	-24	-33	-37
88.00 Other Federal sources	-103	-76	-77
88.40 Non-Federal sources	-10	-7	-7
88.90 Total, offsetting collections (cash)	-137	-116	-121
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	14		
Net budget authority and outlays:			
89.00 Budget authority	3,570	3,879	4,610
90.00 Outlays	3,407	3,584	4,306

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	3,270	3,566	4,294
90.00 Outlays	3,107	3,271	3,990

To carry out its unique duties as a peacetime operating agency and one of the military services, the Coast Guard employs multipurpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas. The 2003 request provides for the safety of the public, and the Coast Guard's work force, with an enhanced emphasis on its maritime homeland security mission.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	226	252	276
11.3 Other than full-time permanent	8	9	10
11.5 Other personnel compensation	8	9	10
11.7 Military personnel	1,282	1,415	1,553
11.8 Special personal services payments	23	24	26
11.9 Total personnel compensation	1,547	1,709	1,875
12.1 Civilian personnel benefits	87	86	94
12.2 Military personnel benefits	400	427	621
13.0 Benefits for former personnel	13	18	15
21.0 Travel and transportation of persons	94	101	124
22.0 Transportation of things	48	57	63
23.1 Rental payments to GSA	35	38	43
23.2 Rental payments to others	27	37	35
23.3 Communications, utilities, and miscellaneous charges	115	121	152
24.0 Printing and reproduction	3	15	4
25.1 Advisory and assistance services	6	17	8
25.2 Other services	208	209	273
25.3 Other purchases of goods and services from Government accounts	2	13	2
25.4 Operation and maintenance of facilities	181	184	238
25.6 Medical care	128	133	168
25.7 Operation and maintenance of equipment	146	151	192
25.8 Subsistence and support of persons	8	19	11
26.0 Supplies and materials	475	476	625

General and special funds—Continued

OPERATING EXPENSES—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0201-0-1-999	2001 actual	2002 est.	2003 est.
31.0 Equipment	61	70	80
32.0 Land and structures	6	17	8
42.0 Insurance claims and indemnities	4	5	4
99.0 Direct obligations	3,594	3,903	4,635
99.0 Reimbursable obligations	95	90	96
99.9 Total new obligations	3,689	3,993	4,731

Personnel Summary

Identification code 69-0201-0-1-999	2001 actual	2002 est.	2003 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	4,687	4,862	5,065
1101 Full-time equivalent employment	34,995	35,572	36,217
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	226	222	222
2101 Full-time equivalent employment	144	161	158

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, **[\$636,354,000]** \$735,846,233, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which **[\$89,640,000]** \$13,600,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, **[2006]** \$9,500,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, **[2004]** \$79,293,000 **[2007]** \$117,700,000 shall be available for other equipment, to remain available until September 30, **[2004]** \$73,100,000 **[2005]** \$28,700,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, **[2004]** \$64,631,000 **[2005]** \$75,846,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, **[2003]** and **[\$320,190,000]** **[2004]** and **[\$500,000,000]** shall be available for the Integrated Deepwater Systems program, to remain available until September 30, **[2006]** **[2007]** *Provided*, That the Commandant of the Coast Guard is authorized to dispose of surplus real property, by sale or lease, and the proceeds shall be credited to this appropriation as offsetting collections and made available only for the National Distress and Response System Modernization program, to remain available for obligation until September 30, **[2004]** *Provided further*, That none of the funds provided under this heading may be obligated or expended for the Integrated Deepwater Systems (IDS) system integration contract until the Secretary or Deputy Secretary of Transportation and the Director, Office of Management and Budget jointly certify to the House and Senate Committees on Appropriations that funding for the IDS program for fiscal years 2003 through 2007, funding for the National Distress and Response System Modernization program to allow for full deployment of said system by 2006, and funding for other essential search and rescue procurements, are fully funded in the Coast Guard Capital Investment Plan and within the Office of Management and Budget's budgetary projections for the Coast Guard for those years: *Provided further*, That none of the funds provided under this heading may be obligated or expended for the Integrated Deepwater Systems (IDS) integration contract until the Secretary or Deputy Secretary of Transportation and the Director, Office of Management and Budget jointly approve a contingency procurement strategy for the recapitalization of assets and capabilities envisioned in the IDS: *Provided further*, That upon initial submission to the Congress of the fiscal year 2003 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2003 through 2007, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and

Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress: *Provided further*, That the Director, Office of Management and Budget shall submit the budget request for the IDS integration contract delineating sub-headings which include the following: systems integrator, ship construction, aircraft, equipment, and communication, providing specific assets and costs under each sub-heading **[2005]**. (*Department of Transportation Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	188	98	119
00.02 Aids to navigation	76	116	68
00.03 Marine safety and security	23	126	143
00.04 Marine environmental protection	167	15	10
00.05 Enforcement of laws and treaties	230	288	324
00.06 Ice operations	160	17	5
00.07 Defense readiness	12	24	25
08.00 Total direct program	856	684	694
09.01 Reimbursable program	15	28	28
10.00 Total new obligations	871	712	722

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	896	478	439
22.00 New budget authority (gross)	440	672	764
22.10 Resources available from recoveries of prior year obligations	16		
23.90 Total budgetary resources available for obligation	1,352	1,150	1,203
23.95 Total new obligations	-871	-712	-722
23.98 Unobligated balance expiring or withdrawn	-2		
24.40 Unobligated balance carried forward, end of year	478	439	481

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	403	624	716
40.15 Appropriation (emergency)	4		
40.76 Reduction pursuant to P.L. 107-20	-12		
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1		
43.00 Appropriation (total discretionary)	394	624	716
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	58	48	48
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-12		
68.90 Spending authority from offsetting collections (total discretionary)	46	48	48
70.00 Total new budget authority (gross)	440	672	764

Change in obligated balances:

72.40 Obligated balance, start of year	490	641	693
73.10 Total new obligations	871	712	722
73.20 Total outlays (gross)	-710	-659	-644
73.40 Adjustments in expired accounts (net)	-6		
73.45 Recoveries of prior year obligations	-16		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	12		
74.40 Obligated balance, end of year	641	693	772

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	162	210	235
86.93 Outlays from discretionary balances	548	449	409
87.00 Total outlays (gross)	710	659	644

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-58	-48	-48
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	12		

Net budget authority and outlays:

89.00 Budget authority	394	624	716
90.00 Outlays	652	611	596

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	386	616	705
90.00 Outlays	644	603	585

The Acquisition, Construction, and Improvements (AC&I) appropriation provides for the acquisition, construction, and improvement of the vessels, aircraft, information management resources, shore facilities, and aids to navigation required to execute the Coast Guard's missions and achieve its performance goals.

Vessels.—In 2003, the Coast Guard will acquire multi-mission platforms that use advanced technology to reduce life cycle operating costs.

Deepwater.—The Deepwater capability replacement project continues with full scale development. In 2003, the Coast Guard will continue to acquire and build the selected integrated deepwater system.

Other Equipment.—In 2003, the Coast Guard will invest in numerous management information and decision support systems that will result in increased efficiencies. The Ports and waterways safety system (PAWSS), National distress and response system modernization project (NDRSMP), and Commercial Satellite Communications projects will continue.

Shore Facilities.—In 2003, the Coast Guard will invest in modern structures that are more energy-efficient, comply with regulatory codes, minimize follow-on maintenance requirements and replace existing dilapidated structures.

Personnel and Related Costs.—Personnel resources will be utilized to execute the AC&I projects described above.

Object Classification (in millions of dollars)

Identification code 69-0240-0-1-403	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	23	24
11.3 Other than full-time permanent	1	1	1
11.7 Military personnel	22	23	24
11.9 Total personnel compensation	40	47	49
12.1 Civilian personnel benefits	5	6	7
12.2 Military personnel benefits	9	9	12
21.0 Travel and transportation of persons	14	11	11
22.0 Transportation of things	2	1	1
23.3 Communications, utilities, and miscellaneous charges	5	4	4
25.1 Advisory and assistance services	140	108	109
25.2 Other services	149	115	116
26.0 Supplies and materials	103	79	80
31.0 Equipment	274	211	213
32.0 Land and structures	115	89	90
99.0 Direct obligations	856	680	692
99.0 Reimbursable obligations	15	28	28
99.5 Below reporting threshold		4	2
99.9 Total new obligations	871	712	722

Personnel Summary

Identification code 69-0240-0-1-403	2001 actual	2002 est.	2003 est.
Total compensable workyears:			
1001 Full-time equivalent employment	272	348	348
1101 Full-time equivalent employment	368	390	386

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, **[\$16,927,000] \$17,285,699**, to remain available until expended. (*Department of Transportation and Related*

Agencies Appropriations Act, 2002; additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations	21	18	17
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	1	
22.00 New budget authority (gross)	17	17	17
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	22	18	17
23.95 Total new obligations	-21	-18	-17
24.40 Unobligated balance carried forward, end of year	1		
Net budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	17	17	17
Change in obligated balances:			
72.40 Obligated balance, start of year	11	13	9
73.10 Total new obligations	21	18	17
73.20 Total outlays (gross)	-17	-22	-20
73.45 Recoveries of prior year obligations	-1		
74.40 Obligated balance, end of year	13	9	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	5	5	5
86.93 Outlays from discretionary balances	12	15	15
87.00 Total outlays (gross)	17	22	20
Net budget authority and outlays:			
89.00 Budget authority	17	17	17
90.00 Outlays	17	22	20

The environmental compliance and restoration account provides resources to the Coast Guard to satisfy environmental compliance and restoration related obligations arising under chapter 19 of title 14 of the United States Code.

Object Classification (in millions of dollars)

Identification code 69-0230-0-1-304	2001 actual	2002 est.	2003 est.
11.1 Personnel compensation: Full-time permanent	3	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	16	12	11
26.0 Supplies and materials	1	1	1
99.9 Total new obligations	21	18	17

Personnel Summary

Identification code 69-0230-0-1-304	2001 actual	2002 est.	2003 est.
Total compensable workyears:			
1001 Full-time equivalent employment	48	52	52
1101 Full-time equivalent employment	2	2	2

ALTERATION OF BRIDGES

[For necessary expenses for alteration or removal of obstructive bridges, \$15,466,000, to remain available until expended.] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	15	15	26
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	26	26	26

General and special funds—Continued

ALTERATION OF BRIDGES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0244-0-1-403	2001 actual	2002 est.	2003 est.
22.00 New budget authority (gross)	15	15	
23.90 Total budgetary resources available for obligation	41	41	26
23.95 Total new obligations	-15	-15	-26
24.40 Unobligated balance carried forward, end of year	26	26	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	15	
Change in obligated balances:			
72.40 Obligated balance, start of year	81	86	49
73.10 Total new obligations	15	15	26
73.20 Total outlays (gross)	-11	-52	-34
74.40 Obligated balance, end of year	86	49	41
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4	3	
86.93 Outlays from discretionary balances	7	48	35
87.00 Total outlays (gross)	11	52	34
Net budget authority and outlays:			
89.00 Budget authority	15	15	
90.00 Outlays	11	52	34

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program. The Coast Guard will continue to make the determinations as to whether any bridge presents an unreasonable obstruction to navigation, and to administer the program.

PAYMENT TO COAST GUARD MILITARY RETIREMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-0233-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 12.2)			736
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			736
23.95 Total new obligations			-736
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation			736
Change in obligated balances:			
73.10 Total new obligations			736
73.20 Total outlays (gross)			-736
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority			736
Net budget authority and outlays:			
89.00 Budget authority			736
90.00 Outlays			736

The Administration proposed legislation in October 2001 to accrue fully the retirement costs of Coast Guard military personnel. This general fund account would make mandatory payments to fund the unfunded liability accruing prior to this change (amortized over 40 years). The benefit payments to retirees will be made through the new Coast Guard military retirement fund.

[RETIRED PAY]

[For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payment for career status bonuses under the National Defense Authorization Act, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), \$876,346,000.] (Department of Transportation and Related Agencies Appropriations Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Regular military personnel	615	685	
00.03 Reserve personnel	41	44	
00.04 Survivor benefit programs	15	22	
00.05 Medical care	106	125	
09.01 Reimbursable program			
10.00 Total new obligations	777	876	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	778	876	
23.95 Total new obligations	-777	-876	
23.98 Unobligated balance expiring or withdrawn	-1		
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	778	876	
69.00 Offsetting collections (cash)			
70.00 Total new budget authority (gross)	778	876	
Change in obligated balances:			
72.40 Obligated balance, start of year	72	81	123
73.10 Total new obligations	777	876	
73.20 Total outlays (gross)	-771	-835	
73.40 Adjustments in expired accounts (net)	3		
74.40 Obligated balance, end of year	81	123	122
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	698	745	
86.98 Outlays from mandatory balances	72	89	
87.00 Total outlays (gross)	771	835	
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			
Net budget authority and outlays:			
89.00 Budget authority	778	876	
90.00 Outlays	771	835	

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	778	876	889
90.00 Outlays	771	835	871

As part of the Administration's initiative to reflect full accrual of retirement costs, legislation is proposed to establish a new retirement fund to be known as the "Coast Guard Military Retirement Fund." Budget year data is reported in that new account for payments to retirees. The request for this account includes funding for the unfunded liabilities associated with current retirees.

Object Classification (in millions of dollars)

Identification code 69-0241-0-1-403	2001 actual	2002 est.	2003 est.
Direct obligations:			
13.0 Benefits for former personnel	671	751	
25.6 Medical care	106	125	
99.0 Direct obligations	777	876	

99.0	Reimbursable obligations			
99.9	Total new obligations	777	876	

RESERVE TRAINING

[including transfer of funds]

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services, **[\$83,194,000: Provided, That no more than \$25,800,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserves: Provided further, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997] \$112,824,538. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)**

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
00.01	Initial training	4	4	1
00.02	Continuing training	50	51	51
00.03	Operation and maintenance support	16	17	21
00.04	Program management and administration	27	28	40
10.00	Total new obligations	97	100	113

Budgetary resources available for obligation:				
22.00	New budget authority (gross)	97	100	113
23.95	Total new obligations	-97	-100	-113

New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	97	100	113

Change in obligated balances:				
72.40	Obligated balance, start of year	8	10	11
73.10	Total new obligations	97	100	113
73.20	Total outlays (gross)	-93	-100	-112
74.40	Obligated balance, end of year	10	11	11

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	87	89	102
86.93	Outlays from discretionary balances	7	11	11
87.00	Total outlays (gross)	93	100	112

Net budget authority and outlays:				
89.00	Budget authority	97	100	113
90.00	Outlays	93	100	112

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.	
Net budget authority and outlays:				
89.00	Budget authority	80	83	87
90.00	Outlays	76	83	86

The Coast Guard Reserve Forces provide qualified personnel and trained units for active duty in event of conflict, national emergency, or natural and man-made disasters. The reservists maintain their readiness through mobilization exercises, and duty alongside regular Coast Guard members during routine and emergency operations. Reservists will continue to serve as a cost effective surge force for response to human and natural disasters.

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	2001 actual	2002 est.	2003 est.	
Personnel compensation:				
11.1	Full-time permanent	3	3	4

11.7	Military personnel	55	60	63
11.8	Special personal services payments	1		1
11.9	Total personnel compensation	59	63	68
12.1	Civilian personnel benefits	1	1	1
12.2	Military personnel benefits	23	23	33
21.0	Travel and transportation of persons	6	5	5
22.0	Transportation of things	2	2	1
25.2	Other services	1	1	1
25.8	Subsistence and support of persons	1	1	1
26.0	Supplies and materials	1	1	1
31.0	Equipment	3	3	2
99.9	Total new obligations	97	100	113

Personnel Summary

Identification code 69-0242-0-1-403	2001 actual	2002 est.	2003 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	85	87	92
1101	Full-time equivalent employment	406	407	438

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, **[\$20,222,000] \$23,105,686, to remain available until expended, of which [\$3,492,000] \$3,500,000, shall be derived from the Oil Spill Liability Trust Fund: Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)**

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
Direct program:				
00.02	Waterways safety and management and aids to navigation	1	2	1
00.03	Marine safety and security	6	4	4
00.05	Marine environmental protection	1	1	2
00.06	Comprehensive law enforcement	5	5	5
00.07	Technology investment	5	4	5
00.08	Research and development personnel, program support and operations	5	5	5
08.00	Total direct program	23	21	22
09.01	Reimbursable program	1	2	2
10.00	Total new obligations	25	24	25

Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	1	1	
22.00	New budget authority (gross)	23	23	25
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	25	24	25
23.95	Total new obligations	-25	-24	-25
24.40	Unobligated balance carried forward, end of year	1		

New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	19	18	20
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	4	5	5
70.00	Total new budget authority (gross)	23	23	25

Change in obligated balances:				
72.40	Obligated balance, start of year	12	16	13
73.10	Total new obligations	25	24	25
73.20	Total outlays (gross)	-20	-27	-25
73.40	Adjustments in expired accounts (net)	-1		
73.45	Recoveries of prior year obligations	-1		
74.40	Obligated balance, end of year	16	13	12

General and special funds—Continued

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0243-0-1-403	2001 actual	2002 est.	2003 est.
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	15	15	16
86.93 Outlays from discretionary balances	5	12	9
87.00 Total outlays (gross)	20	27	25

Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-4	-5	-5

Net budget authority and outlays:			
89.00 Budget authority	19	18	20
90.00 Outlays	16	22	20

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	18	17	19
90.00 Outlays	15	21	19

The Coast Guard's Research and Development program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of Coast Guard's operating missions. In the wake of the events of September 11, 2001, the R&D program will focus its efforts in 2003 on improvements to maritime homeland security in the port domain to help the Coast Guard protect American lives from the terrorist threat. R&D efforts will also continue in other vital Coast Guard mission areas, including marine environmental protection and response; risk assessment and competency; and human error reduction and fatigue analysis.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	5	6	6
11.7 Military personnel	2	2	2
11.9 Total personnel compensation	7	8	8
12.1 Civilian personnel benefits	2	2	3
21.0 Travel and transportation of persons	1	1	1
25.1 Advisory and assistance services	1	1	1
25.2 Other services	1		
25.5 Research and development contracts	11	10	10
26.0 Supplies and materials	1		
99.0 Direct obligations	24	22	23
99.0 Reimbursable obligations	1	2	2
99.9 Total new obligations	25	24	25

Personnel Summary

Identification code 69-0243-0-1-403	2001 actual	2002 est.	2003 est.
Total compensable workyears:			
1001 Full-time equivalent employment	70	74	74
1101 Full-time equivalent employment	31	31	31

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in millions of dollars)

Identification code 69-4535-0-4-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 26.0)	68	64	64
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	2	
22.00 New budget authority (gross)	68	64	64
23.90 Total budgetary resources available for obligation	70	66	64
23.95 Total new obligations	-68	-64	-64
24.40 Unobligated balance carried forward, end of year	2		

New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	68	64	64

Change in obligated balances:			
72.40 Obligated balance, start of year	7	7	7
73.10 Total new obligations	68	64	64
73.20 Total outlays (gross)	-68	-64	-64
74.40 Obligated balance, end of year	7	7	7

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	68	64	64

Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-58	-54	-54
88.40 Non-Federal sources	-10	-10	-10
88.90 Total, offsetting collections (cash)	-68	-64	-64

Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-1		

The Coast Guard supply fund, in accordance with 14 U.S.C. 650, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length. The fund is normally financed by reimbursements from sale of goods.

COAST GUARD YARD FUND

Program and Financing (in millions of dollars)

Identification code 69-4743-0-4-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
09.01 Costs of goods sold	20	24	24
09.02 Other	37	49	54
09.03 Capital investment: Purchase of equipment	1	1	2
10.00 Total new obligations	58	74	80

Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	41	
22.00 New budget authority (gross)	91	33	80
23.90 Total budgetary resources available for obligation	98	74	80
23.95 Total new obligations	-58	-74	-80
24.40 Unobligated balance carried forward, end of year	41		

New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	91	33	80

Change in obligated balances:			
72.40 Obligated balance, start of year	-1	-10	30
73.10 Total new obligations	58	74	80
73.20 Total outlays (gross)	-67	-33	-80
74.40 Obligated balance, end of year	-10	30	30

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	91	33	80
86.93	Outlays from discretionary balances	-24		
87.00	Total outlays (gross)	67	33	80
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-91	-33	-80
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-24		

This fund finances the industrial operation of the Coast Guard Yard, Curtis Bay, MD (14 U.S.C.). The yard finances its operations out of advances received from Coast Guard appropriations and other agencies for all direct and indirect costs.

ANALYSIS BY TYPE OF WORK

	[Percent]		
	2001 actual	2002 est.	2003 est.
Vessel repairs and alterations	33	49	34
Boat repairs and construction	4		
Buoy fabrication	2	2	2
Fabrication of special and miscellaneous items	61	49	64
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	2001 actual	2002 est.	2003 est.
Personnel compensation:			
11.1 Full-time permanent	21	24	25
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	4	5	5
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	28	32	33
12.1 Civilian personnel benefits	6	7	9
23.3 Communications, utilities, and miscellaneous charges	3	2	2
25.2 Other services	2	4	5
26.0 Supplies and materials	19	29	31
99.9 Total new obligations	58	74	80

Personnel Summary

Identification code 69-4743-0-4-403	2001 actual	2002 est.	2003 est.
Total compensable workyears:			
2001 Full-time equivalent employment	524	537	537
2101 Full-time equivalent employment	17	17	17

COAST GUARD MILITARY RETIREMENT FUND

Unavailable Collections (in millions of dollars)

Identification code 69-5499-0-2-602	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.43 Agency contributions, Coast Guard military retirement fund			329
02.44 Interest, Coast Guard military retirement fund			1
02.45 General fund payment, Coast Guard military retirement fund			736
02.80 Coast Guard military retirement fund			46
02.99 Total receipts and collections			1,112
Appropriations:			
05.01 Coast Guard military retirement fund			-935
05.99 Total appropriations			-935
07.99 Balance, end of year			177

Program and Financing (in millions of dollars)

Identification code 69-5499-0-2-602	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Regular military personnel			719
00.02 Reserve personnel			49
00.03 Survivor benefit programs			25
00.04 Medical care			96
09.01 Reimbursable program			46
10.00 Total new obligations			935
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			935
23.95 Total new obligations			-935
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)			889
69.00 Offsetting collections (cash)			46
70.00 Total new budget authority (gross)			935
Change in obligated balances:			
73.10 Total new obligations			935
73.20 Total outlays (gross)			-935
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority			935
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-46
Net budget authority and outlays:			
89.00 Budget authority			889
90.00 Outlays			889
Memorandum (non-add) entries:			
92.02 Total investments, end of year: Federal securities:			
Par value			177

The Administration proposed legislation in October 2001 to accrue fully the retirement costs of Coast Guard military personnel (as well as the Public Health Service and National Oceanic and Atmospheric Administration Commissioned Corps). The account will make payments to current retirees, receive the accrual payments from Coast Guard accounts for current active duty members, and receive a payment for unfunded liabilities of Coast Guard personnel.

This program provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431-46) and survivor benefits plans (10 U.S.C. 1447-55); payments for career status bonuses under the National Defense Authorization Act; and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C., ch. 55).

The following tabulation shows the average number of personnel on the rolls during 2001 compared with estimated numbers for 2002 and 2003:

AVERAGE NUMBER

Category:	2001 actual	2002 est.	2003 est.
Commissioned officers	5,633	5,750	5,912
Warrant officers	4,512	4,605	4,689
Enlisted personnel	19,415	19,801	20,182
Former Lighthouse Service personnel	5	3	2
Reserve personnel	3,934	4,152	4,339
Total	33,499	34,311	35,124

Intragovernmental funds—Continued

COAST GUARD MILITARY RETIREMENT FUND—Continued

Object Classification (in millions of dollars)

Identification code 69-5499-0-2-602	2001 actual	2002 est.	2003 est.
Direct obligations:			
12.2 Military personnel benefits			793
25.6 Medical care			96
99.0 Direct obligations			889
99.0 Reimbursable obligations			46
99.9 Total new obligations			935

Trust Funds

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	59	72	59
00.02 Compliance and boating programs	5	5	5
10.00 Total new obligations	64	77	64

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	13	13	
22.00 New budget authority (gross)	64	64	64
23.90 Total budgetary resources available for obligation	77	77	64
23.95 Total new obligations	-64	-77	-64
24.40 Unobligated balance carried forward, end of year	13		

New budget authority (gross), detail:

Mandatory:			
62.00 Transferred from other accounts	64	64	64

Change in obligated balances:

72.40 Obligated balance, start of year	46	52	62
73.10 Total new obligations	64	77	64
73.20 Total outlays (gross)	-58	-66	-65
74.40 Obligated balance, end of year	52	62	62

Outlays (gross), detail:

86.93 Outlays from discretionary balances	1		
86.97 Outlays from new mandatory authority	28	27	28
86.98 Outlays from mandatory balances	29	39	37
87.00 Total outlays (gross)	58	66	65

Net budget authority and outlays:

89.00 Budget authority	64	64	64
90.00 Outlays	58	66	65

This account provides grants for the development and implementation of a coordinated national recreational boating safety program. Boating safety statistics reflect the success in meeting the program's objectives. No discretionary appropriation is requested for 2003 from the Boat safety account of the Aquatic resources trust fund. The Transportation Equity Act for the 21st Century (TEA-21) provides funding from the Aquatic resources trust fund of \$64 million annually beginning in 1999. Of this total, \$59 million is provided for grants to States and \$5 million is available for Coast Guard coordination of the national boating safety program.

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	2001 actual	2002 est.	2003 est.
25.2 Other services	7	5	5
25.3 Other purchases of goods and services from Government accounts	1	1	1

41.0 Grants, subsidies, and contributions	56	71	58
99.9 Total new obligations	64	77	64

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year	845	914	891
Receipts:			
02.01 Excise taxes, Sport fish restoration	358	385	393
02.02 Customs duties, Sport fish restoration	34	33	34
02.40 Interest on investments	95	42	52
02.99 Total receipts and collections	487	460	479
04.00 Total: Balances and collections	1,332	1,374	1,370
Appropriations:			
05.00 Sport fish restoration	-418	-483	-460
07.99 Balance, end of year	914	891	910

Program and Financing (in millions of dollars)

Identification code 20-8147-0-7-403	2001 actual	2002 est.	2003 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	1,192	1,304	1,280
92.02 Total investments, end of year: Federal securities:			
Par value	1,304	1,280	1,306

The Internal Revenue Code of 1986, as amended by TEA-21, provides for the transfer of Highway Trust Fund revenue derived from the motor boat fuel tax and certain other taxes to the Aquatic Resources Trust Fund. Appropriations are authorized from this fund to meet expenditures for programs specified by law, including sport fish restoration and boating safety. Excise tax receipts for the trust fund include motorboat fuel tax receipts, plus receipts from excise taxes on sport fishing equipment, sonar and fish finders, small engine fuels, and import duties on fishing equipment and recreational vessels.

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year	973	943	849
Receipts:			
02.00 Fines and penalties	4	6	6
02.02 Recoveries	60	7	7
02.40 Interest on investments	69	42	27
02.80 Oil spill response, EPA, offsetting collections	19	25	25
02.99 Total receipts and collections	152	80	65
04.00 Total: Balances and collections	1,125	1,023	914
Appropriations:			
05.00 Minerals Management Service	-6	-6	-6
05.01 Oil spill response, EPA	-34	-40	-42
05.02 Oil spill recovery, Coast Guard	-76	-61	-61
05.03 Trust fund share of expenses	-48	-48	-48
05.04 Research and special programs administration	-7	-8	-7
05.05 Denali Commission trust fund	-11	-11	-11
05.99 Total appropriations	-182	-174	-175
07.99 Balance, end of year	943	849	739

Program and Financing (in millions of dollars)

Identification code 20-8185-0-7-304	2001 actual	2002 est.	2003 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	1,199	1,128	1,040

92.02	Total investments, end of year: Federal securities:			
	Par value	1,128	1,040	925

The Oil spill liability trust fund is used to finance oil pollution prevention and cleanup activities by various Federal agencies. In accordance with the provisions of the Act, the Fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. For Coast Guard, this funds the following accounts: Trust fund share of expenses, Oil spill recovery, and Payment of claims. The Omnibus Budget Reconciliation Act of 1989, Public Law 101-239, triggered collection of a 5 cent tax on each barrel of oil produced domestically or imported to be deposited into the Oil spill liability trust fund. The authority to collect the oil barrel tax expired on December 31, 1994.

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	2001 actual	2002 est.	2003 est.	
Unexpended balance, start of year:				
0100	Uninvested balance	10	27	
U.S. Securities:				
0101	Par value	1,199	1,128	1,040
0102	Unrealized discounts	-51	-14	
0199	Total balance, start of year	1,156	1,143	1,040
Cash income during the year:				
Current law:				
Receipts:				
1200	Fines and penalties	4	6	6
1202	Recoveries	60	7	7
Offsetting receipts (intragovernmental):				
1240	Earnings on investments, oil spill liability trust fund	69	42	27
Offsetting collections:				
1280	Offsetting collections	19	25	25
1299	Income under present law	152	80	65
Cash outgo during year:				
Current law:				
4500	Oil spill research	-7	-6	-6
4501	Oil spill response	-34	-48	-45
4502	Oil Spill Recovery, Coast Guard	-71	-61	-61
4503	Trust fund share of expenses	-48	-48	-48
4504	Trust fund share of pipeline safety	-7	-5	-8
4505	Denali Commission trust fund		-11	-11
4507	North Pacific marine research institute fund		-5	
4599	Outgo under current law (-)	-167	-184	-179
Unexpended balance, end of year:				
8700	Uninvested balance	27		
Federal securities:				
8701	Par value	1,128	1,040	925
8702	Unrealized discounts	-14		
8799	Total balance, end of year	1,143	1,040	925

OIL SPILL RECOVERY, COAST GUARD
(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
00.01	Emergency fund	112	50	50
00.02	Payment of claims	25	10	10
00.03	Prince William Sound Oil Spill Recovery Institute	1	1	1
10.00	Total new obligations (object class 25.2)	138	61	61
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	76	18	18
22.00	New budget authority (gross)	76	61	61
22.10	Resources available from recoveries of prior year obligations	4		
23.90	Total budgetary resources available for obligation	156	79	79
23.95	Total new obligations	-138	-61	-61
24.40	Unobligated balance carried forward, end of year	18	18	18

New budget authority (gross), detail:

Mandatory:				
60.26	Appropriation (trust fund)	76	61	61

Change in obligated balances:

72.40	Obligated balance, start of year	92	156	156
73.10	Total new obligations	138	61	61
73.20	Total outlays (gross)	-71	-61	-61
73.45	Recoveries of prior year obligations	-4		
74.40	Obligated balance, end of year	156	156	156

Outlays (gross), detail:

86.97	Outlays from new mandatory authority	71	61	61
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Net budget authority and outlays:

89.00	Budget authority	76	61	61
90.00	Outlays	71	61	61

Distribution of budget authority by account:

	Emergency fund	50	50	50
	Oil spill recovery institute	1	1	1
	Payment of claims	25	10	10

Distribution of outlays by account:

	Emergency fund	45	50	50
	Oil spill recovery institute	1	1	1
	Payment of claims	13	10	10

This account provides resources from the Oil Spill Liability Trust Fund for costs associated with the cleanup of oil spills. These include emergency costs associated with oil spill clean-up, the Prince William Sound Oil Spill Recovery Institute, and the payment of claims to those who suffer harm from oil spills where the responsible party is not identifiable or is without resources. The program activities in this account will continue to be funded under separate permanent appropriations, and are being displayed in a consolidated format to enhance presentation.

TRUST FUND SHARE OF EXPENSES
(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8314-0-7-304	2001 actual	2002 est.	2003 est.
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Obligations by program activity:

00.01	Operating expenses	25	25	25
00.02	Acquisition, construction and improvements	20	20	20
00.03	Research, development, test and evaluation	3	3	3
10.00	Total new obligations (object class 92.0)	48	48	48

Budgetary resources available for obligation:

22.00	New budget authority (gross)	48	48	48
23.95	Total new obligations	-48	-48	-48

New budget authority (gross), detail:

Discretionary:				
40.26	Appropriation (trust fund)	48	48	48

Change in obligated balances:

73.10	Total new obligations	48	48	48
73.20	Total outlays (gross)	-48	-48	-48

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	48	48	48
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Net budget authority and outlays:

89.00	Budget authority	48	48	48
90.00	Outlays	48	48	48

Distribution of budget authority by account:

	Operating expenses	25	25	25
	Acquisition, construction and improvement	20	20	20
	Research, development, test, and evaluation	3	3	3

Distribution of outlays by account:

	Operating expenses	25	25	25
	Acquisition, construction and improvements	20	20	20
	Research, development, test, and evaluation	3	3	3

TRUST FUND SHARE OF EXPENSES—Continued
(OIL SPILL LIABILITY TRUST FUND)—Continued

This account provides resources from the Oil spill liability trust fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)

Identification code 69-8533-0-7-403	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	2	2
24.40 Unobligated balance carried forward, end of year	2	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	1		

This trust fund, maintained from gifts and bequests, is used for purposes as specified by the donor in connection with the Coast Guard training program (10 U.S.C. 2601).

MISCELLANEOUS TRUST REVOLVING FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9981-0-8-403	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.80 Right-of-way revolving fund liquidating account, off-setting collections	8	8	8
Appropriations:			
05.00 Right-of-way revolving fund liquidating account	-8	-8	-8
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9981-0-8-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	8	8	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	8	8	8
23.95 Total new obligations	-8	-8	-8
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	8	8	8
Change in obligated balances:			
73.10 Total new obligations	8	8	8
73.20 Total outlays (gross)	-8	-8	-8
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	8	8	8
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-8	-8	-8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Coast Guard cadet fund is used by the Superintendent of the Coast Guard Academy to receive, plan, control, and

expend funds for personal expenses and obligations of Coast Guard cadets.

The Coast Guard surcharge collections, sales of commissary stores fund is used to finance expenses incurred in connection with the operation of the Coast Guard commissary store in Kodiak, Alaska. Revenue is derived from a surcharge placed on sales (14 U.S.C. 487).

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration programs, for which more detail is furnished in the budget schedules:

Budget authority:	[In millions of dollars]		
	2001 actual	2002 est.	2003 est.
Operations	¹ 6,926	7,474	7,482
General fund (memorandum entry)	(2,521)	(1,500)	(3,683)
Grants-in-aid for airports (trust fund)	² 2,597	³ 3,176	3,404
Facilities and equipment (trust)	¹ 2,667	⁴ 3,024	2,999
Research, engineering, and development (trust)	¹ 189	248	127
Aviation user fees	30		
Total net	12,409	13,922	14,012
Obligations:			
Operations	6,878	7,994	7,502
General fund (memorandum entry)	(2,450)	(2,020)	(3,703)
Grants-in-aid for airports (trust)	3,289	3,478	3,404
Facilities and equipment (trust)	2,472	2,825	3,033
Research, engineering, and development (trust)	193	262	127
Aviation insurance revolving fund		62	1
Total net	12,832	14,621	14,067
Outlays:			
Operations	6,717	8,777	7,525
General fund (memorandum entry)	(1,648)	(2,751)	(3,702)
Grants-in-aid for airports (trust)	2,020	2,801	3,273
Facilities and equipment (trust)	2,282	2,406	2,727
Research, engineering, and development (trust)	169	250	198
Aviation insurance revolving fund	-9	45	-2
Administrative services franchise fund	-66	72	3
Total net	11,113	14,351	13,724

Note.—The amount shown as Operations includes the general fund share of operations.
¹ Reflects a reduction of 0.22 percent in 2001 as required by P.L. 106-554.
² Reflects a rescission of \$609 million, as required by P.L. 106-346, P.L. 106-554, P.L. 107-20.
³ Reflects a rescission of \$302 million, as required by P.L. 107-87.
⁴ Includes \$15 million rescission of unobligated balances.

Federal Funds

General and special funds:

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, [\$6,886,000,000] \$7,481,970,000, of which [\$5,773,519,000] \$3,799,278,000 shall be derived from the Airport and Airway Trust Fund, of which not to exceed \$5,452,871,000 shall be available for air traffic services program activities; not to exceed \$768,769,000 shall be available for aviation regulation and certification program activities; not to exceed \$150,154,000 shall be available for civil aviation security program activities; not to exceed \$195,799,000 shall be available for research and acquisition program activities; not to exceed \$12,456,000 shall be available for commercial space transportation program activities; not to exceed \$50,284,000 shall be available for financial services program activities; not to exceed \$69,516,000 shall be available for human resources program activities; not to exceed \$85,943,000 shall be available for regional coordination program activities; and not to exceed \$109,208,000 shall be available for staff offices]: *Provided*, [That none of the funds in this Act shall

be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further,* That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further,* That of the funds appropriated under this heading, not less than \$6,000,000 shall be for the contract tower cost-sharing program: *Provided further,* That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further,* That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further,* That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further,* That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: *Provided further,* That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Transportation Administrative Service Center. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

[(AIRPORT AND AIRWAY TRUST FUND)]

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Operations", \$200,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2003, to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	5,446	5,792	6,096
00.02 Regulation and certification	735	810	839
00.03 Civil aviation security	150	179	9
00.04 Research and acquisitions	193	199	206
00.05 Commercial space transportation	12	12	12
00.06 Regional coordination	103	92	95
00.07 Human resources	57	72	74
00.08 Financial services	49	51	53
00.09 Staff offices	109	114	113
00.10 Emergency response fund	1	473	
00.11 Information services/CIO			5
09.01 Reimbursable program	68	80	83
10.00 Total new obligations	6,923	7,874	7,585
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		128	
22.00 New budget authority (gross)	7,062	7,396	7,585
22.22 Unobligated balance transferred from other accounts		351	
23.90 Total budgetary resources available for obligation	7,062	7,875	7,585
23.95 Total new obligations	-6,923	-7,874	-7,585
23.98 Unobligated balance expiring or withdrawn	-11		
24.40 Unobligated balance carried forward, end of year	128		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2,490	1,495	3,683
40.20 Appropriation (special fund)		8	
40.72 Reduction pursuant to P.L. 107-117		-1	
40.76 Reduction pursuant to P.L. 107-87		-2	
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-5		
42.00 Transferred from other accounts	123		
43.00 Appropriation (total discretionary)	2,608	1,500	3,683
Mandatory:			
61.00 Transferred to other accounts	-50		

Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	4,467	5,896	3,902
68.10 Change in uncollected customer payments from Federal sources (unexpired)	37		
68.90 Spending authority from offsetting collections (total discretionary)	4,504	5,896	3,902
70.00 Total new budget authority (gross)	7,062	7,396	7,585
Change in obligated balances:			
72.40 Obligated balance, start of year	107	854	81
73.10 Total new obligations	6,923	7,874	7,585
73.20 Total outlays (gross)	-6,152	-8,647	-7,604
73.40 Adjustments in expired accounts (net)	13		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-37		
74.40 Obligated balance, end of year	854	81	62
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,048	6,569	6,736
86.93 Outlays from discretionary balances	104	2,078	869
87.00 Total outlays (gross)	6,152	8,647	7,604
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-4,484	-5,876	-3,882
88.40 Non-Federal sources	-20	-20	-20
88.90 Total, offsetting collections (cash)	-4,504	-5,896	-3,902
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-37		
Net budget authority and outlays:			
89.00 Budget authority	2,521	1,500	3,683
90.00 Outlays	1,648	2,751	3,702

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	2,160	1,118	3,278
90.00 Outlays	1,287	2,369	3,297

For 2003, the Budget requests \$7,482 million. These funds will be used to continue to provide non-security-related services to the aviation community and to increase critical efforts to augment safety oversight, increase system capacity, reduce runway incursions, and decrease system delays.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	3,481	3,945	3,349
11.3 Other than full-time permanent	30	29	29
11.5 Other personnel compensation	293	306	306
11.8 Special personal services payments	1	1	1
11.9 Total personnel compensation	3,805	4,281	3,685
12.1 Civilian personnel benefits	1,369	1,457	1,479
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	102	101	101
22.0 Transportation of things	19	19	19
23.1 Rental payments to GSA	82	96	96
23.2 Rental payments to others	39	37	37
23.3 Communications, utilities, and miscellaneous charges	341	340	340
24.0 Printing and reproduction	14	13	13
25.1 Advisory and assistance services	15	12	12
25.2 Other services	941	1,221	1,501
25.3 Other purchases of goods and services from Government accounts	5	6	7
26.0 Supplies and materials	57	182	183
31.0 Equipment	60	26	26
32.0 Land and structures	3	1	1

General and special funds—Continued
OPERATIONS—Continued
[(AIRPORT AND AIRWAY TRUST FUND)]—Continued
Object Classification (in millions of dollars)—Continued

Identification code 69-1301-0-1-402	2001 actual	2002 est.	2003 est.
42.0 Insurance claims and indemnities	2	1	1
99.0 Direct obligations	6,855	7,794	7,502
99.0 Reimbursable obligations	68	80	83
99.9 Total new obligations	6,923	7,874	7,585

Personnel Summary

Identification code 69-1301-0-1-402	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	43,964	45,212	44,575
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	209	283	283

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.00 Overflight user fees	30	28	30
02.80 FAA activities, offsetting collections			83
02.99 Total receipts and collections	30	28	113
Appropriations:			
05.00 FAA activities	-30	-20	-30
05.01 Essential air service and rural improvement fund			-83
05.02 Operations		-8	
05.99 Total appropriations	-30	-28	-113
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		30	
22.00 New budget authority (gross)	30		
22.21 Unobligated balance transferred to other accounts		-30	
23.90 Total budgetary resources available for obligation	30		
24.40 Unobligated balance carried forward, end of year	30		
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	30	20	30
61.00 Transferred to other accounts		-20	-30
62.50 Appropriation (total mandatory)	30		
Net budget authority and outlays:			
89.00 Budget authority	30		
90.00 Outlays			

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees, or other FAA resources in the event collections are lower than \$50 million, to be used for the Essential Air Service (EAS) program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the

FAA. The Budget estimates that \$30 million in overflight fees will be collected in 2003, and transferred to the Essential Air Service and Rural Airport Improvement Fund. As collections are estimated to be below required EAS funding, the Budget proposes \$83 million in EAS financing will be provided from funds made available from the Airport Improvement Program.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

[The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code.] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Program administration		1	1
00.02 Incremental premium reimbursement		61	
10.00 Total new obligations		62	1
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	79	88	93
22.00 New budget authority (gross)	9	17	2
22.22 Unobligated balance transferred from other accounts		50	
23.90 Total budgetary resources available for obligation	88	155	95
23.95 Total new obligations		-62	-1
24.40 Unobligated balance carried forward, end of year	88	93	94
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	9	17	2
Change in obligated balances:			
73.10 Total new obligations		62	1
73.20 Total outlays (gross)		-62	
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority		62	
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-9	-17	-2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-9	45	-2
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value			92
92.02 Total investments, end of year: Federal securities:			
Par value		92	94

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). Income to the fund is derived from premium collections for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations by the Department of Defense and the Department of State. The Air Transportation System Safety and Stabilization Act (P.L. 107-42) expanded the aviation insurance program to all U.S. air carriers for world-wide operations.

Object Classification (in millions of dollars)

Identification code 69-4120-0-3-402	2001 actual	2002 est.	2003 est.
42.0 Direct obligations: Insurance claims and indemnities		61	
99.5 Below reporting threshold		1	1
99.9 Total new obligations		62	1

Personnel Summary

Identification code 69-4120-0-3-402	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	2	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
09.01 Accounting	21	13	13
09.02 Payroll	4	4	4
09.03 Travel	1	2	2
09.04 Duplicating services	6	7	7
09.05 Multi-media	1	2	2
09.06 Training	4	5	5
09.07 Logistics	139	140	150
09.08 Aircraft maintenance	30	33	36
09.10 Information technology	4	43	50
09.11 Accrued Federal employee pensions and annuitant health benefits	5	5	5
10.00 Total new obligations	215	254	274

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	3	26	3
22.00 New budget authority (gross)	238	231	271
23.90 Total budgetary resources available for obligation	241	257	274
23.95 Total new obligations	-215	-254	-274
24.40 Unobligated balance carried forward, end of year	26	3	

New budget authority (gross), detail:

Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	232	231	271
68.10 Change in uncollected customer payments from Federal sources (unexpired)	6		
68.90 Spending authority from offsetting collections (total discretionary)	238	231	271

Change in obligated balances:

72.40 Obligated balance, start of year	9	49	
73.10 Total new obligations	215	254	274
73.20 Total outlays (gross)	-168	-303	-274
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-6		
74.40 Obligated balance, end of year	49		

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	156	231	271
86.93 Outlays from discretionary balances	12	72	3
87.00 Total outlays (gross)	168	303	274

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-232	-231	-271
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-6		

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	-66	72	3

In 1997, the Federal Aviation Administration established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a reimbursable basis. The fund improves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, payroll, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2001 actual	2002 est.	2003 est.
11.1 Personnel compensation: Full-time permanent	54	64	68
12.1 Civilian personnel benefits	18	22	23
21.0 Travel and transportation of persons	2	3	3
22.0 Transportation of things	3	3	3
23.3 Communications, utilities, and miscellaneous charges		1	1
24.0 Printing and reproduction	3	3	3
25.2 Other services	80	98	111
26.0 Supplies and materials	50	52	54
31.0 Equipment	5	8	8
99.0 Reimbursable obligations	215	254	274
99.9 Total new obligations	215	254	274

Personnel Summary

Identification code 69-4562-0-4-402	2001 actual	2002 est.	2003 est.
2001 Total compensable workyears: Full-time equivalent employment	977	1,067	1,067

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year	7,074	7,344	4,738
Receipts:			
02.00 Excise taxes	9,191	8,939	9,680
02.40 Interest	882	869	623
02.81 Facilities and equipment, offsetting collections	72	208	120
02.82 Research, engineering and development, offsetting collections	4	16	16
02.99 Total receipts and collections	10,149	10,032	10,439
04.00 Total: Balances and collections	17,223	17,376	15,177
Appropriations:			
05.00 Trust fund share of FAA operations	-4,405	-5,974	-3,799
05.01 Grants-in-aid for airports liquidating cash	-2,594	-3,173	-3,404
05.02 Facilities and equipment	-2,723	-3,230	-3,119
05.03 Research, engineering and development	-191	-261	-143
05.05 Office of airline information			-4
05.99 Total appropriations	-9,913	-12,638	-10,469
06.10 Unobligated balance returned to receipts	34		
07.99 Balance, end of year	7,344	4,738	4,708

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	2001 actual	2002 est.	2003 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	13,097	13,657	12,767
92.02 Total investments, end of year: Federal securities:			
Par value	13,657	12,767	13,041

Section 9502 of Title 26, U.S. Code provides for amounts equivalent to the receipts received in the Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway

AIRPORT AND AIRWAY TRUST FUND—Continued

Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, FAA facilities and equipment, research, and operations, and for the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows (in millions of dollars):

Status of Funds (in millions of dollars)			
Identification code 20-8103-0-7-402	2001 actual	2002 est.	2003 est.
Unexpended balance, start of year:			
0100 Uninvested balance	837	825	.....
0101 U.S. Securities: Par value	13,097	13,657	12,767
0199 Total balance, start of year	13,934	14,482	12,767
Cash income during the year:			
Current law:			
Receipts:			
Receipts:			
1200 Passenger ticket tax	4,805	4,248	4,763
1200 Passenger flight segment tax	1,556	1,634	1,771
1200 Waybill tax	493	585	606
1200 Fuel tax	769	849	882
1200 International departure/arrival tax	1,336	1,371	1,401
1200 Rural airports tax	82	93	96
1200 Frequent flyer tax	150	158	162
Offsetting receipts (intragovernmental):			
1240 Interest, Airport and airway trust fund	882	869	623
Offsetting collections:			
1281 Facilities and equipment	72	208	120
1282 Research, engineering, and development	4	16	16
1299 Income under present law	10,149	10,032	10,439
Cash outgo during the year:			
Current law:			
4500 Trust fund share of FAA operations	-5,069	-6,050	-3,823
4501 Grants-in-aid for airports	-2,017	-2,798	-3,273
Cash outgo during the year (-):			
4502 Facilities and equipment	-2,266	-2,389	-2,709
4502 Facilities and equipment offsetting collections	-72	-208	-120
Cash outgo during the year (-):			
4503 Research, engineering and development	-167	-247	-195
4503 Research, engineering and development offsetting collections	-4	-16	-16
4504 Payments to air carriers	-6	-39	-25
4505 Office of airline information .....	.....	.....	-4
4599 Outgo under current law (-)	-9,601	-11,723	-10,186
Unexpended balance, end of year:			
8700 Uninvested balance	825	.....	.....
8701 Federal securities: Par value	13,660	12,767	13,041
8799 Total balance, end of year	14,485	12,767	13,041

Note.—The invested balances shown above include both appropriated and unavailable balances.

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and system at airports of such title; [for implementation of section 203 of Public Law 106-181;] and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under [section 44706 of title 49, United States Code, \$1,800,000,000], 49 U.S.C. 44706, \$3,100,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended; and \$3,637,000 in budget authority, to be derived from the Airport and Airway Trust Fund for 2003: Provided, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of [\$3,300,000,000,] \$3,400,000,000 in fiscal year [2002] 2003, notwithstanding [section 47117(h) of title 49, United States Code] 49 U.S.C. 47117(h): Provided further, That notwithstanding any other

provision of law, not more than [\$57,050,000] \$81,049,000 of funds limited under this heading shall be obligated for administration [and not less than \$20,000,000 shall be for the Small Community Air Service Development Pilot Program] and for technology research: Provided further, That funds under this heading shall be available to carry out the Essential Air Service program under 49 U.S.C. 41742(a), as amended.

[(RESCISSION OF CONTRACT AUTHORIZATION)]

[Of the obligation balances authorized under 49 U.S.C. 48103, as amended, \$301,720,000 are rescinded.] (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, notwithstanding any other provision of law, for "Grants-in-aid for airports", to enable the Federal Aviation Administrator to compensate airports for a portion of the direct costs associated with new, additional or revised security requirements imposed on airport operators by the Administrator on or after September 11, 2001, \$175,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended, and to be obligated from amounts made available in Public Law 107-38.] (Emergency Supplemental Act, 2002.)

Program and Financing (in millions of dollars)			
Identification code 69-8106-0-7-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Grants-in-aid for airports	3,233	3,223	3,236
00.02 Personnel and related expenses	56	60	69
00.03 Essential air services .....	.....	.....	83
00.04 Airport technology research .....	.....	.....	16
00.05 Small community air service .....	.....	20	.....
00.06 Discretionary Terrorist Response .....	.....	175	.....
10.00 Total new obligations	3,289	3,478	3,404
Budgetary resources available for obligation:			
21.49 Unobligated balance carried forward, start of year:			
Contract authority	904	302	1
22.00 New budget authority (gross)	2,597	3,176	3,404
22.10 Resources available from recoveries of prior year obligations	91	.....	.....
23.90 Total budgetary resources available for obligation	3,592	3,478	3,405
23.95 Total new obligations	-3,289	-3,478	-3,404
24.49 Unobligated balance carried forward, end of year:			
Contract authority	302	1	1
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	3,206	1,978	3,104
40.49 Portion applied to liquidate contract authority	-3,200	-1,800	-3,100
43.00 Appropriation (total discretionary)	6	178	4
Mandatory:			
Contract authority:			
66.10 Contract authority (AIR-21)	3,200	3,300	3,400
66.10 Contract authority (reappropriation) .....	.....	.....	.....
66.35 Contract authority rescinded	-609	-302	.....
66.90 Contract authority (total mandatory)	2,591	2,998	3,400
70.00 Total new budget authority (gross)	2,597	3,176	3,404
Change in obligated balances:			
72.40 Obligated balance, start of year	3,200	4,378	5,055
73.10 Total new obligations	3,289	3,478	3,404
73.20 Total outlays (gross)	-2,020	-2,801	-3,273
73.45 Recoveries of prior year obligations	-91	.....	.....
74.40 Obligated balance, end of year	4,378	5,055	5,186
75.01 Obligated balance, start of year: Contract authority	3,200	4,378	5,055
75.02 Obligated balance, end of year: Contract authority	4,378	5,879	5,357
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	615	669	741
86.93 Outlays from discretionary balances	1,405	2,132	2,532
87.00 Total outlays (gross)	2,020	2,801	3,273
Net budget authority and outlays:			
89.00 Budget authority	2,597	3,176	3,404
90.00 Outlays	2,020	2,801	3,273

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	2,594	3,173	3,400
90.00 Outlays	2,017	2,798	3,269

Subchapter I of chapter 471, title 49, U.S. Code (formerly the Airport and Airway Improvement Act of 1982, as amended) provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise mitigation and planning.

The 2002 appropriations act provides funding under this heading for administrative costs related to this program. For 2003, the Administration proposes that funds under this heading also be provided for the FAA's airport-related research and to make up for shortfalls in overflight fee collections to fund the Essential Air Service program, consistent with section 41742, title 49, U.S. Code.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2001 actual	2002 est.	2003 est.
Personnel compensation:			
11.1 Full-time permanent	36	40	43
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	37	41	44
12.1 Civilian personnel benefits	11	12	14
21.0 Travel and transportation of persons	2	2	2
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	5	22	41
41.0 Grants, subsidies, and contributions	3,233	3,400	3,302
99.9 Total new obligations	3,289	3,478	3,404

Personnel Summary

Identification code 69-8106-0-7-402	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	450	501	535

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading; to be derived from the Airport and Airway Trust Fund, **[\$2,914,000,000] \$2,999,573,000**; of which **[\$2,536,900,000] \$2,558,477,000** shall remain available until September 30, **[2004] 2005**, and of which **[\$377,100,000] \$441,096,000** shall remain available until September 30, **[2002] 2003**: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities: *Provided further*, That upon initial submission to the Congress of the fiscal year **[2003] 2004** President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years **[2003] 2004** through **[2007] 2008**, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and

Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after initial submission of the President's budget that the plan has not been submitted to the Congress].

[(RESCISSION)]

[Of the available balances under this heading, \$15,000,000 are rescinded.] (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Facilities and Equipment", \$108,500,000, to be derived from the Airport and Airway Trust Fund, to remain available until September 30, 2004, and to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	651	626	59
00.02 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,060	1,355	372
00.03 Procurement and modernization of non-ATC facilities and equipment	187	199	49
00.04 Mission support	237	251	39
00.05 Personnel and related expenses	337	394	441
00.06 Improve aviation safety			327
00.07 Improve efficiency of the air traffic control system			741
00.08 Increase capacity of the NAS			286
00.09 Improve reliability of the NAS			359
00.10 Improve the efficiency of mission support			360
09.01 Reimbursable program	72	120	121
10.00 Total new obligations	2,544	2,945	3,154

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	234	483	771
22.00 New budget authority (gross)	2,739	3,232	3,119
22.10 Resources available from recoveries of prior year obligations	60		
23.90 Total budgetary resources available for obligation	3,033	3,715	3,890
23.95 Total new obligations	-2,544	-2,945	-3,154
23.98 Unobligated balance expiring or withdrawn	-6		
24.40 Unobligated balance carried forward, end of year	483	771	737

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	2,673	3,039	2,999
40.36 Unobligated balance rescinded		-15	
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-6		
43.00 Appropriation (total discretionary)	2,667	3,024	2,999
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	72	208	120
70.00 Total new budget authority (gross)	2,739	3,232	3,119

Change in obligated balances:

72.40 Obligated balance, start of year	1,648	1,751	2,082
73.10 Total new obligations	2,544	2,945	3,154
73.20 Total outlays (gross)	-2,354	-2,614	-2,847
73.40 Adjustments in expired accounts (net)	-27		
73.45 Recoveries of prior year obligations	-60		
74.40 Obligated balance, end of year	1,751	2,082	2,388

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	1,147	1,127	1,119
86.93 Outlays from discretionary balances	1,207	1,486	1,728
87.00 Total outlays (gross)	2,354	2,614	2,847

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-57	-188	-100
88.40 Non-Federal sources	-15	-20	-20
88.90 Total, offsetting collections (cash)	-72	-208	-120

Net budget authority and outlays:

89.00 Budget authority	2,667	3,024	2,999
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FACILITIES AND EQUIPMENT—Continued
[(RESCISSION)]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8107-0-7-402	2001 actual	2002 est.	2003 est.
90.00 Outlays	2,282	2,406	2,727
Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)			
	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	2,651	3,007	2,981
90.00 Outlays	2,266	2,389	2,709

Note.—Improve reliability of the national air space system has an estimated contingent liability of \$67 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.

Funding in this account provides for the national airspace system equipment, facility, and related applied research activities. For 2003, funding is proposed in a performance-based structure consistent with provisions of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, "AIR-21," (P.L. 106-181) requiring performance-based management reforms. The majority of proposed funding is allocated to the following performance goal areas of the FAA: improve aviation safety; improve efficiency to the air traffic control system; increase capacity of the national airspace system; improve reliability of the national airspace system; and, improve efficiency of mission support. Of the proposed funding, \$124 million is included for explosives detection systems and related expenses, consistent with prior FAA capital planning to the statutory AIR-21 funding levels. The budget provides that this funding will be reimbursed to the Transportation Security Administration as it undertakes security equipment acquisition activities.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	202	238	266
11.3 Other than full-time permanent	2	1	1
11.5 Other personnel compensation	7	9	10
11.9 Total personnel compensation	211	248	277
12.1 Civilian personnel benefits	63	83	96
21.0 Travel and transportation of persons	39	51	51
22.0 Transportation of things	3	5	6
23.2 Rental payments to others	53	54	56
23.3 Communications, utilities, and miscellaneous charges	16	16	17
24.0 Printing and reproduction	2	1	2
25.2 Other services	1,604	1,811	1,941
26.0 Supplies and materials	28	48	51
31.0 Equipment	260	329	349
32.0 Land and structures	184	173	180
41.0 Grants, subsidies, and contributions	9	6	7
99.0 Direct obligations	2,472	2,825	3,033
99.0 Reimbursable obligations	72	120	121
99.9 Total new obligations	2,544	2,945	3,154

Personnel Summary

Identification code 69-8107-0-7-402	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	2,690	3,067	3,234
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	26	55	55

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, [\$195,000,000] \$126,744,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, [2004] 2005: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

[For necessary expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Research, Engineering, and Development", \$50,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until September 30, 2003, and to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 System development and infrastructure	17	17	.....
00.04 Weather	24	27	.....
00.06 Aircraft safety technology	68	69	.....
00.07 System security technology	55	98	.....
00.08 Human factors and aviation medicine	25	29	.....
00.09 Environment and energy	4	22	.....
00.11 Improve aviation safety .....	.....	.....	102
00.12 Improve efficiency of the air traffic control system .....	.....	.....	9
00.13 Reduce environmental impact of aviation .....	.....	.....	8
00.14 Improve the efficiency of mission support .....	.....	.....	8
09.01 Reimbursable program	4	16	16
10.00 Total new obligations	197	278	143
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	13	14	.....
22.00 New budget authority (gross)	193	264	143
22.10 Resources available from recoveries of prior year obligations	5	.....	.....
23.90 Total budgetary resources available for obligation	211	278	143
23.95 Total new obligations	-197	-278	-143
24.40 Unobligated balance carried forward, end of year	14	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	189	248	127
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	16	16
70.00 Total new budget authority (gross)	193	264	143
Change in obligated balances:			
72.40 Obligated balance, start of year	144	162	174
73.10 Total new obligations	197	278	143
73.20 Total outlays (gross)	-173	-266	-214
73.40 Adjustments in expired accounts (net)	-1	.....	.....
73.45 Recoveries of prior year obligations	-5	.....	.....
74.40 Obligated balance, end of year	162	174	103
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	86	166	93
86.93 Outlays from discretionary balances	87	100	121
87.00 Total outlays (gross)	173	266	214
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-16	-16
Net budget authority and outlays:			
89.00 Budget authority	189	248	127
90.00 Outlays	169	250	198

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	187	245	124
90.00 Outlays	167	247	195

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. For 2003, funding is proposed in a performance-based structure consistent with provisions of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (P.L. 106-181) requiring performance-based management reforms. The majority of proposed funding is allocated to the following performance goal areas of the FAA: improve aviation safety; improve efficiency of the air traffic control system; reduce environmental impact of aviation; and, improve the efficiency of mission support. The FAA will also work with the Transportation Security Administration on security research activities funded in the budget and in previous legislation, such as broadband two-way secure communications and other security technologies.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	29	33	22
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	.....
11.9 Total personnel compensation	31	35	23
12.1 Civilian personnel benefits	9	11	8
21.0 Travel and transportation of persons	3	3	2
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.5 Research and development contracts	96	164	59
26.0 Supplies and materials	4	4	3
31.0 Equipment	4	4	2
41.0 Grants, subsidies, and contributions	45	40	29
99.0 Direct obligations	193	262	127
99.0 Reimbursable obligations	4	16	16
99.9 Total new obligations	197	278	143

Personnel Summary

Identification code 69-8108-0-7-402	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	413	455	292

TRUST FUND SHARE OF FAA OPERATIONS
(AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Air traffic services	12	.....	.....
00.02 Regulation and certification	11	100	.....
00.03 Civil aviation security .....	.....	100	.....
00.04 Payment to Operations	4,405	5,774	3,799
10.00 Total new obligations	4,428	5,974	3,799
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	23	.....	.....
22.00 New budget authority (gross)	4,405	5,974	3,799
23.90 Total budgetary resources available for obligation	4,428	5,974	3,799

23.95 Total new obligations	-4,428	-5,974	-3,799
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New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	4,415	5,974	3,799
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-10	.....	.....
43.00 Appropriation (total discretionary)	4,405	5,974	3,799

Change in obligated balances:

72.40 Obligated balance, start of year	717	76	24
73.10 Total new obligations	4,428	5,974	3,799
73.20 Total outlays (gross)	-5,069	-6,026	-3,823
74.40 Obligated balance, end of year	76	24	.....

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	4,405	5,950	3,799
86.93 Outlays from discretionary balances	664	77	24
87.00 Total outlays (gross)	5,069	6,026	3,823

Net budget authority and outlays:

89.00 Budget authority	4,405	5,974	3,799
90.00 Outlays	5,069	6,026	3,823

For 2003, the budget proposes \$7,482 million for FAA Operations, of which \$3,799 million would be provided from the Airport and Airway Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	2001 actual	2002 est.	2003 est.
11.1 Personnel compensation: Full-time permanent	4	42	.....
12.1 Civilian personnel benefits	1	8	.....
21.0 Travel and transportation of persons	1	10	.....
25.2 Other services	17	115	.....
26.0 Supplies and materials .....	.....	10	.....
31.0 Equipment .....	.....	15	.....
92.0 Undistributed	4,405	5,774	3,799
99.9 Total new obligations	4,428	5,974	3,799

Personnel Summary

Identification code 69-8104-0-7-402	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	32	792	.....

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21) reauthorized surface transportation programs through 2003. TEA-21 provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. TEA-21, along with title 23, U.S.C. ("Highways") and other supporting legislation, provides authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 2002, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program, Transportation Infrastructure Finance and Innovation, and the National Corridor Planning and Border Infrastructure Programs.

In summary, the 2003 budget consists of \$31,111 million in new budget authority and \$28,496 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 2002 and 2003 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

[In millions of dollars]

Obligations:	2001 actual ^{1,2}	2002 est.	2003 est.
Total Federal-aid highways	29,393	32,401	23,416
Federal-aid subject to limitation	27,811	31,178	22,499
Direct loan subsidy (TIFIA)	112	90	85
Guarantee loan subsidy (TIFIA)	8	5	5
Line of credit (TIFIA)	9	4	4
Administrative expenses (TIFIA)	2	2	2
Surface transportation program	7,126	6,987	4,932
National highway system	5,445	5,978	4,243
Interstate maintenance	4,108	5,039	3,524
Bridge program	3,036	4,316	3,025
Congestion mitigation and air quality improvement	884	1,699	1,198
Minimum guarantee	2,005	1,573	1,829
ITS standards, research and development	86	120	82
ITS deployment	86	167	91
Transportation research	201	262	179
Federal lands highways	636	855	515
National corridor planning and coordinated border infrastructure	122	509	104
Administration	294	310	318
Other programs	1,754	703	305
High priority projects	1,159	1,414	1,479
Woodrow Wilson memorial bridge	342	305	167
Appalachian development highway system	321	721	329
Safety incentive grants for use of seat belts	93	110	83
Emergency relief supplemental	566	234	.....
Emergency relief program	88	125	100
Minimum allocation/guarantee	745	595	622
Demonstration projects	160	245	171
Administration, accruals for CSRS and FEHB	23	24	24
Loan reestimates (TIFIA) .....	.....	19	.....
Miscellaneous highways trust funds	408	356	256
Appalachian development highway system (GF)	17	207	.....
Appalachian development highway system (TF)	194	60	.....
Miscellaneous appropriations (GF)	616	192	44
Miscellaneous trust funds	42	56	56
Total program level	30,670	33,291	23,772
Total discretionary	29,635	32,268	22,840
Total mandatory	1,035	1,013	932

¹ Reflects a 0.22 percent across the board reduction in 2001 as required by P.L. 106-554.

² 2001 funds reflect the transfer of \$1,291 million from FHWA to FTA. The budget assumes that flex-funding transfer between FHWA and FTA will continue.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Note.—2001 appropriations were provided by sections 375, 376, and 379 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346. 2002 appropriations were provided by section 330 of the Department of Transportation and Related Agencies Appropriations Act, 2002, as amended by section 1103 of the Emergency Supplemental Act, 2002.

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.10 Feasibility, design, environmental and engineering	1	1	1
00.11 Bridge Improvement demo proj	1	1	1
00.12 Interstate transfer grants	1	1	1
00.24 Highway demonstration projects	6	3	3
00.30 Highway demonstration projects—preliminary engineering .....	.....	1	1
00.45 Highway bypass demonstration .....	.....	2	2
00.46 Railroad highway crossing demonstration	1	2	2
00.79 Surface transportation projects	9	179	31
00.81 Miscellaneous Massachusetts projects	1	.....	.....
00.82 Woodrow Wilson bridge	599	.....	.....
00.83 Miscellaneous highway projects/muscle shoals .....	.....	2	2
10.00 Total new obligations (object class 41.0)	616	192	44
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	203	192	148
22.00 New budget authority (gross)	605	148	.....
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
23.90 Total budgetary resources available for obligation	809	340	148
23.95 Total new obligations	-616	-192	-44

24.40 Unobligated balance carried forward, end of year	192	148	104
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	606	148	.....
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1	.....	.....
43.00 Appropriation (total discretionary)	605	148	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	170	728	512
73.10 Total new obligations	616	192	44
73.20 Total outlays (gross)	-58	-408	-257
73.45 Recoveries of prior year obligations	-1	.....	.....
74.40 Obligated balance, end of year	728	512	299
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority .....	.....	40	.....
86.93 Outlays from discretionary balances	58	368	257
87.00 Total outlays (gross)	58	408	257
Net budget authority and outlays:			
89.00 Budget authority	605	148	.....
90.00 Outlays	58	408	257

This consolidated schedule shows the obligation and outlay of amounts made available for programs in prior years. No further appropriation is requested.

[APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM]

[For necessary expenses for the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240, as amended, \$200,000,000, to remain available until expended.] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Appalachian highway development system, 1999	17	7	.....
00.02 Appalachian highway development system, 2002 .....	.....	200	.....
10.00 Total new obligations (object class 25.2)	17	207	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	23	7	.....
22.00 New budget authority (gross) .....	.....	200	.....
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
23.90 Total budgetary resources available for obligation	24	207	.....
23.95 Total new obligations	-17	-207	.....
24.40 Unobligated balance carried forward, end of year	7	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation .....	.....	200	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	161	94	209
73.10 Total new obligations	17	207	.....
73.20 Total outlays (gross)	-83	-92	-106
73.45 Recoveries of prior year obligations	-1	.....	.....
74.40 Obligated balance, end of year	94	209	103
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority .....	.....	54	.....
86.93 Outlays from discretionary balances	83	38	106
87.00 Total outlays (gross)	83	92	106
Net budget authority and outlays:			
89.00 Budget authority .....	.....	200	.....
90.00 Outlays	83	92	106

Funding for this program will be used for the necessary expenses relating to construction of, and improvements to,

corridor X of the Appalachian Development Highway System (ADHS) in the State of Alabama, and to the ADHS in the State of West Virginia. No further appropriation is requested as the ADHS is funded as part of the Federal-aid highway program.

【STATE INFRASTRUCTURE BANKS】

【RESCISSION】

【Of the funds made available for State Infrastructure Banks in Public Law 104–205, \$5,750,000 are rescinded.】 *(Department of Transportation and Related Agencies Appropriations Act, 2002.)*

Program and Financing (in millions of dollars)

Identification code 69–0549–0–1–401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	5	
22.00 New budget authority (gross)		–6	
22.10 Resources available from recoveries of prior year obligations	1	1	
23.90 Total budgetary resources available for obligation	5		
24.40 Unobligated balance carried forward, end of year	5		
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded		–6	
Change in obligated balances:			
72.40 Obligated balance, start of year	25	20	13
73.20 Total outlays (gross)	–3	–6	–5
73.45 Recoveries of prior year obligations	–1	–1	
74.40 Obligated balance, end of year	20	13	8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		–1	
86.93 Outlays from discretionary balances	3	7	5
87.00 Total outlays (gross)	3	6	5
Net budget authority and outlays:			
89.00 Budget authority		–6	
90.00 Outlays	3	6	5

This schedule shows the obligation and outlay of amounts made available in prior years.

ELLSWORTH HOUSING SETTLEMENT

Program and Financing (in millions of dollars)

Identification code 69–5460–0–2–401	2001 actual	2002 est.	2003 est.
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		3	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		3	

The account reflects a portion of the funds received by the United States in settlement of the claims against the Hunt Building Corporation and Ellsworth Housing Limited Partnership. The funds that are available to the Secretary of Transportation are for construction of an access road on Interstate Route 90 at Box Elder, South Dakota.

Credit accounts:

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69–4123–0–3–401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Loan obligations	874	2,000	1,914
00.02 Interest paid to Treasury	19	30	64
10.00 Total new obligations	893	2,030	1,978
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	893	2,030	1,978
23.95 Total new obligations	–893	–2,030	–1,978
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	780	1,930	1,876
69.00 Offsetting collections (cash)	9	51	69
69.10 Change in uncollected customer payments from Federal sources (unexpired)	104	49	33
69.90 Spending authority from offsetting collections (total mandatory)	113	100	102
70.00 Total new financing authority (gross)	893	2,030	1,978
Change in obligated balances:			
72.40 Obligated balance, start of year	1,237	2,006	3,528
73.10 Total new obligations	893	2,030	1,978
73.20 Total financing disbursements (gross)	–19	–460	–894
74.00 Change in uncollected customer payments from Federal sources (unexpired)	–104	–49	–33
74.40 Obligated balance, end of year	2,006	3,528	4,579
87.00 Total financing disbursements (gross)	19	460	894
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources: subsidy from program account		–34	–52
88.40 Non-Federal sources: interest payments	–9	–17	–17
88.90 Total, offsetting collections (cash)	–9	–51	–69
Against gross financing authority only:			
88.95 Change in receivables from program accounts	–104	–49	–33
Net financing authority and financing disbursements:			
89.00 Financing authority	780	1,930	1,876
90.00 Financing disbursements	10	409	825

Status of Direct Loans (in millions of dollars)

Identification code 69–4123–0–3–401	2001 actual	2002 est.	2003 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	1,800	2,000	2,400
1142 Unobligated direct loan limitation (–)	–926		–486
1150 Total direct loan obligations	874	2,000	1,914
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	300	300	730
1231 Disbursements: Direct loan disbursements		430	830
1251 Repayments: Repayments and prepayments			
1290 Outstanding, end of year	300	730	1,560

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts in this account are a means of financing and are not included in the budget totals.

Credit accounts—Continued**TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM DIRECT LOAN FINANCING ACCOUNT—Continued****Balance Sheet (in millions of dollars)**

Identification code 69-4123-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net	61	176	382	615
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	300	300	730	1,560
1402 Interest receivable	15	15	17	17
1405 Allowance for subsidy cost (-)	-8	-20	-60	-60
1499 Net present value of assets related to direct loans	292	295	687	1,517
1999 Total assets	353	471	1,069	2,132
LIABILITIES:				
Federal liabilities:				
2103 Debt	292	295	687	1,517
2105 Other	61	176	382	615
2999 Total liabilities	353	471	1,069	2,132
4999 Total liabilities and net position	353	471	1,069	2,132

**TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM GUARANTEED LOAN FINANCING ACCOUNT****Program and Financing (in millions of dollars)**

Identification code 69-4145-0-3-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			2
22.00 New financing authority (gross)		2	4
23.90 Total budgetary resources available for obligation		2	6
24.40 Unobligated balance carried forward, end of year		2	6
New financing authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)		2	4
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources: loan guarantee subsidy		-2	-4
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements		-2	-4

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2001 actual	2002 est.	2003 est.
LOAN GUARANTEES			
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders		200	100
2142 Uncommitted loan guarantee limitation	-200		
2150 Total guaranteed loan commitments		200	100
2199 Guaranteed amount of guaranteed loan commitments		200	100
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			160
2231 Disbursements of new guaranteed loans		160	183
2290 Outstanding, end of year		160	343
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year		160	343

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4145-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Federal assets: Fund balances with Treasury				
1101			2	6
1999 Total assets			2	6
LIABILITIES:				
Non-Federal liabilities: Liabilities for loan guarantees				
2204			2	6
2999 Total liabilities			2	6
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position			2	6

**TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM LINE OF CREDIT FINANCING ACCOUNT****Program and Financing (in millions of dollars)**

Identification code 69-4173-0-3-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Lines of credit		200	100
10.00 Total new obligations		200	100
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		200	100
23.95 Total new obligations		-200	-100
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow		191	96
69.00 Offsetting collections (cash)		9	4
70.00 Total new financing authority (gross)		200	100
Change in obligated balances:			
72.40 Obligated balance, start of year	83	83	283
73.10 Total new obligations		200	100
74.40 Obligated balance, end of year	83	283	385
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Federal sources		-9	-4
Net financing authority and financing disbursements:			
89.00 Financing authority		191	96
90.00 Financing disbursements		-9	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2001 actual	2002 est.	2003 est.
LINES OF CREDIT			
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	200	200	100
1142 Unobligated direct loan limitation (-)	-200		
1150 Total direct loan obligations		200	100

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from lines of credit made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts are a means of financing and are not included in the budget totals.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations	5	2	.....
23.98 Unobligated balance expiring or withdrawn	-5	-2	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	18	13	11
73.45 Recoveries of prior year obligations	-5	-2	.....
74.40 Obligated balance, end of year	13	11	11
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays .....	.....	.....	.....

As required by the Federal Credit Reform Act of 1990, this account records for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans, loan guarantees, or lines of credit that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Future Federal credit enhancements for transportation infrastructure will be made under the Transportation Infrastructure Finance and Innovation Act Program.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4200-0-3-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations	77	27	.....
23.98 Unobligated balance expiring or withdrawn	-77	-27	.....
New financing authority (gross), detail:			
Mandatory:			
69.10 Change in uncollected customer payments from Federal sources (unexpired)	5	2	.....
69.45 Portion precluded from obligation (limitation on obligations)	-5	-2	.....
69.90 Spending authority from offsetting collections (total mandatory) .....	.....	.....	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	247	165	136
73.45 Recoveries of prior year obligations	-77	-27	.....
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-5	-2	.....
74.40 Obligated balance, end of year	165	136	136
Offsets:			
Against gross financing authority only:			
88.95 Change in receivables from program accounts	-5	-2	.....
Net financing authority and financing disbursements:			
89.00 Financing authority	-5	-2	.....
90.00 Financing disbursements .....	.....	.....	.....

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	31	24	24
69.45 Portion precluded from obligation (limitation on obligations)	-31	-24	-24
69.90 Spending authority from offsetting collections (total mandatory) .....	.....	.....	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	33	21	11
73.20 Total outlays (gross)	-12	-10	-10
74.40 Obligated balance, end of year	21	11	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	12	10	10
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-31	-24	-24
Net budget authority and outlays:			
89.00 Budget authority	-31	-24	-24
90.00 Outlays	-19	-14	-14

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2001 actual	2002 est.	2003 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	129	109	95
1231 Disbursements: Direct loan disbursements	11	10	10
1251 Repayments: Repayments and prepayments	-31	-24	-24
1290 Outstanding, end of year	109	95	81

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated by TEA-21 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-aid program and therefore a separate program is unnecessary. No further obligations are proposed in 2003.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	2000 actual	2001 actual	2002 est.	2003 est.
0101 Revenue	3	19	24	24
0102 Expense	-49	-12	-14	-14
0105 Net income or loss (-)	-46	7	10	10

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year	-13,520	-20,554	-29,775
Receipts:			
02.00 Highway trust fund, deposits (highway account)	26,916	27,062	27,974
02.01 Highway trust fund, deposits (mass transit account)	4,553	4,864	4,978
02.20 Cash Management Improvement Act interest, Highway trust fund (highway acco)	1	.....	.....
02.80 Right-of-way revolving fund liquidating account, off-setting collections	52	92	92

HIGHWAY TRUST FUND—Continued

Unavailable Collections (in millions of dollars)—Continued

Identification code 20-8102-0-7-401	2001 actual	2002 est.	2003 est.
02.81 Operations and research (trust fund share), offsetting collections	11	11	11
02.82 Right-of-way revolving fund liquidating account, offsetting collections	31	24	24
02.83 Motor carrier safety, offsetting collections	8	9	10
02.99 Total receipts and collections	31,572	32,062	33,089
04.00 Total: Balances and collections	18,052	11,508	3,314
Appropriations:			
05.00 Federal-aid highways	-34,315	-35,251	-31,189
05.01 Motor carrier safety	-99	-118	-138
05.02 Motor carrier safety grants	-177	-182	-190
05.04 Right-of-way revolving fund liquidating account			
05.05 Miscellaneous highway trust funds	3		
05.06 Operations and research (trust fund share)	-85	-85	-85
05.07 Highway traffic safety grants	-213	-223	-225
05.09 Discretionary grants (trust fund)			
05.10 Trust fund share of expenses	-3,730	-5,398	-5,781
05.14 Appalachian development highway system	1		
05.15 Border enforcement program		-26	-61
05.99 Total appropriations	-38,615	-41,283	-37,669
06.10 Unobligated balance returned to receipts	9		
07.99 Balance, end of year	-20,554	-29,775	-34,355

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	2001 actual	2002 est.	2003 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value		24,115	24,247
92.02 Total investments, end of year: Federal securities:			
Par value	24,115	24,247	22,235

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law.

This table shows the status of the resources of the Highway Trust Fund relative to the obligational authority that has been made available for programs financed by the trust fund. The encumbered balance indicates the degree to which the outstanding obligational authority exceeds the estimated cash balances of the fund each year. Under the laws governing the Highway Trust Fund, the amount of obligational authority available at any time cannot exceed the actual cash balances plus the amount of receipts estimated to be collected during the following two years; for most other trust funds obligational authority is limited to the actual receipts of the fund.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	2001 actual	2002 est.	2003 est.
Unexpended balance, start of year:			
0100 Uninvested balance	77	3,626	
0101 U.S. Securities: Par value	31,023	24,115	24,247
0199 Total balance, start of year	31,100	27,741	24,247
Cash income during the year:			
Current law:			
Receipts:			
1200 Highway trust fund, deposits (Highway account)	26,916	27,062	27,974
1201 Highway Trust Fund deposits (Transit account)	4,553	4,864	4,978
Offsetting receipts (proprietary):			
1220 CMIA receipts	1		

Offsetting collections:			
1280 Federal-aid highways	52	92	92
1281 NHTSA Grants	11	11	11
1282 Right-of-way revolving fund liquidating account	31	24	24
1283 Motor carrier safety	8	9	10
1299 Income under present law	31,572	32,062	33,089
Cash outgo during year:			
Current law:			
4500 Federal-aid highways	-27,297	-28,320	-27,833
4501 Motor carrier safety	-85	-143	-129
4502 National motor carrier safety program	-122	-196	-201
4503 Highway-related safety grants		-1	
4504 Right-of-way revolving fund (trust revolving fund)	-12	-10	-10
4505 Miscellaneous highway trust funds	-76	-306	-309
4506 Operations and research (trust fund share)	-97	-103	-91
4507 Highway traffic safety grants	-207	-229	-233
4508 Trust fund share of next generation high speed rail program	-2		
4509 Discretionary grants (trust fund)	-722	-714	-386
4510 Trust fund share of expenses	-6,301	-5,398	-5,781
4511 Construction, National Park Service, Interior	-1	-2	-4
4514 Appalachian development highway system	-9	-111	-67
4515 Border enforcement program		-23	-58
4599 Outgo under current law (-)	-34,931	-35,556	-35,102
Unexpended balance, end of year:			
8700 Uninvested balance	3,626		
8701 Federal securities: Par value	24,115	24,247	22,235
8799 Total balance, end of year	27,741	24,247	22,235

The following table shows the annual income and outlays of programs funded by the highway account of the trust fund.

HIGHWAY TRUST FUND
(HIGHWAY ACCOUNT ONLY)

	[In millions of dollars]		
	2001 actual	2002 est.	2003 est.
Unexpended balance, start of year	22,553	20,372	18,126
Cash income during the year:			
Total cash income	27,019	27,198	28,111
Cash outgo during the year (outlays)			
Total cash outgo	29,200	29,444	28,934
Unexpended balance, end of year	20,372	18,126	17,303

Note.—The invested balances shown above include both appropriated and unavailable balances.

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of **[\$31,799,104,000]** \$22,608,787,000 for Federal-aid highways and highway safety construction programs for fiscal year 2003; and \$24,357,000 in budget authority to be derived from the Highway Trust Fund for [2002: Provided, That within the \$31,799,104,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$447,500,000 shall be available for the implementation or execution of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204-5209 of Public Law 105-178) for fiscal year 2002: Provided further, That this limitation on transportation research programs shall not apply to any funds authorized under section 110 of title 23, United States Code, and allocated to these programs, or to any authority previously made available for obligation: Provided further, That within the \$225,000,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects that are designed to achieve the goals and purposes set forth in section 5203 of the Intelligent Transportation Systems Act of 1998 (subtitle C of title V of Public Law 105-178; 112 Stat. 453; 23 U.S.C. 502 note) in the following specified areas:

- Alameda-Contra Costa, California, \$500,000;
- Alaska statewide, \$2,500,000;
- Alexandria, Virginia, \$750,000;
- Arizona statewide EMS, \$500,000;
- Army trail road traffic signal coordination project, Illinois, \$300,000;

Atlanta smart corridors, Georgia, \$1,000,000;
Austin, Texas, \$125,000;
Automated crash notification, UAB, Alabama, \$2,500,000;
Bay County Area wide traffic signal system, Florida, \$500,000;
Beaver County transit mobility manager, Pennsylvania, \$800,000;
Brownsville, Texas, \$250,000;
Carbondale technology transfer center, Pennsylvania, \$1,000,000;
Cargo mate logistics and intermodal management, New York, \$1,250,000;
Central Ohio, \$1,500,000;
Chattanooga, Tennessee, \$2,000,000;
Chinatown intermodal transportation center, California, \$1,750,000;
Clark County, Washington, \$1,000,000;
Commercial vehicle information systems and networks, New York, \$450,000;
Dayton, Ohio, \$1,250,000;
Detroit, Michigan (airport), \$1,500,000;
Durham, Wake Counties, North Carolina, \$500,000;
Eastern Kentucky rural highway information, \$2,000,000;
Fargo, North Dakota, \$1,000,000;
Forsyth, Guilford Counties, North Carolina, \$1,000,000;
Genesee County, Michigan, \$1,000,000;
Great Lakes, Michigan, \$1,500,000;
Guidestar, Minnesota, \$6,000,000;
Harrison County, Mississippi, \$500,000;
Hawaii statewide, \$1,000,000;
Hoosier SAFE-T, Indiana, \$2,000,000;
Houma, Louisiana, \$1,000,000;
I-90 connector testbed, New York, \$1,000,000;
Illinois statewide, \$2,000,000;
Inglewood, California, \$500,000;
Integrated transportation management system, Delaware statewide, \$2,000,000;
Iowa statewide, \$562,000;
Jackson Metropolitan, Mississippi, \$500,000;
James Madison University, Virginia, \$1,500,000;
Kansas City, Kansas, \$500,000;
Kittitas County workzone traffic safety system, Washington, \$450,000;
Lansing, Michigan, \$750,000;
Las Vegas, Nevada, \$1,450,000;
Lexington, Kentucky, \$750,000;
Libertyville traffic management center, Illinois, \$760,000;
Long Island rail road grade crossing deployment, New York, \$1,000,000;
Macomb, Michigan (border crossing), \$1,000,000;
Maine statewide (rural), \$500,000;
Maryland statewide, \$1,000,000;
Miami-Dade, Florida, \$1,000,000;
Monterey-Salinas, California, \$750,000;
Montgomery County ECC & TMC, Maryland, \$1,000,000;
Moscow, Idaho, \$1,000,000;
Nebraska statewide, \$4,000,000;
New York statewide information exchange systems, New York, \$500,000;
New York, New Jersey, Connecticut (TRANSCOM), \$2,500,000;
North Greenbush, New York, \$1,000,000;
Oklahoma statewide, \$3,000,000;
Oxford Mississippi, \$500,000;
Pennsylvania statewide (turnpike), \$500,000;
Philadelphia, Pennsylvania, \$1,033,000;
Philadelphia, Pennsylvania (Drexel), \$1,500,000;
Port of Long Beach, California, \$500,000;
Port of Tacoma trucker congestion notification system, Washington, \$200,000;
Roadside animal detection test-bed, Montana, \$500,000;
Rochester-Genesee, New York, \$800,000;
Rutland, Vermont, \$750,000;
Sacramento, California, \$3,000,000;
San Diego joint transportation operations center, California, \$1,500,000;
San Francisco central control communications, California, \$250,000;
Santa Anita, California, \$300,000;
Santa Teresa, New Mexico, \$750,000;
Shreveport, Louisiana, \$750,000;
Silicon Valley transportation management center, California, \$700,000;

South Carolina DOT, \$3,000,000;
Southeast Corridor, Colorado, \$7,000,000;
Southern Nevada (bus), \$1,100,000;
Spillway road incident management system, Mississippi, \$600,000;
St. Louis, Missouri, \$1,000,000;
Statewide transportation operations center, Kentucky, \$2,000,000;
Superior, I-39 corridor, Wisconsin, \$2,500,000;
Texas statewide, \$2,000,000;
Travel network, South Dakota, \$2,325,000;
University of Arizona ATLAS Center, Arizona, \$500,000;
Utah Statewide, \$560,000;
Vermont statewide (rural), \$1,500,000;
Washington statewide, \$4,500,000;
Washington, D.C. metropolitan region, \$2,000,000;
Wayne County road information management system, Michigan, \$1,500,000;
Wichita, Kansas, \$1,200,000;
Wisconsin communications network, \$310,000;
Wisconsin statewide, \$1,000,000; and
Yakima County adverse weather operations, Washington, \$475,000;

Provided further, That, notwithstanding any other provision of law, funds authorized under section 110 of title 23, United States Code, for fiscal year 2002 shall be apportioned to the States in accordance with the distribution set forth in section 110(b)(4)(A) and (B) of title 23, United States Code, except that before such apportionments are made, \$35,565,651 shall be set aside for the program authorized under section 1101(a)(8)(A) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; \$31,815,091 shall be set aside for the program authorized under section 1101(a)(8)(B) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; \$21,339,391 shall be set aside for the program authorized under section 1101(a)(8)(C) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; \$2,586,593 shall be set aside for the program authorized under section 1101(a)(8)(D) of the Transportation Equity Act for the 21st Century, as amended, and section 204 of title 23, United States Code; \$25,579,000 shall be set aside for the program authorized under section 129(c) of title 23, United States Code, and section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991, as amended; \$352,256,000 shall be set aside for the programs authorized under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century, as amended; \$3,348,128 shall be set aside for the program authorized under section 1101(a)(11) of the Transportation Equity Act for the 21st Century, as amended and section 162 of title 23, United States Code; \$76,025,000 shall be set aside for the program authorized under section 118(c) of title 23, United States Code; \$62,450,000 shall be set aside for the program authorized under section 114(g) of title 23, United States Code; \$251,092,600 shall be set aside for the program authorized under section 1221 of the Transportation Equity Act for the 21st Century, as amended; \$10,000,000 shall be set aside for the program authorized under section 502(e) of title 23, United States Code; \$56,300,000 shall be available for border infrastructure improvements; \$45,122,600 shall be available for allocation by the Secretary for public lands highways; and \$23,896,000 shall be set aside and transferred to the Federal Motor Carrier Safety Administration as authorized by section 102 of Public Law 106-159: *Provided further*, That, of the funds to be apportioned to each State under section 110 for fiscal year 2002, the Secretary shall ensure that such funds are apportioned for the programs authorized under sections 1101(a)(1), 1101(a)(2), 1101(a)(3), 1101(a)(4), and 1101(a)(5) of the Transportation Equity Act for the 21st Century, as amended, in the same ratio that each State is apportioned funds for such programs in fiscal year 2002 but for this section. *2003: Provided, That of the funds available under section 104(a) of title 23, U.S.C., \$6,000,000 shall be available for environmental streamlining activities, which may include making grants to, or entering into contracts, cooperative agreements, and other transactions, with a Federal agency, State agency, local agency, authority, association, nonprofit or for-profit corporation, or institution of higher education: Provided further, That the limitation on credit amounts provided in section 188(c) of title 23, U.S.C., shall remain available until expended.*

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-8083-0-7-401	2001 actual	2002 est.	2003 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Direct loan	874	2,000	1,914
115002 Line of credit		200	100
115901 Total direct loan levels	874	2,200	2,014
Direct loan subsidy (in percent):			
132001 Direct loan	10.99	4.50	4.44
132002 Line of credit	0.00	4.71	3.93
132901 Weighted average subsidy rate	10.99	5.36	4.41
Direct loan subsidy budget authority:			
133001 Direct loan	96	90	85
133002 Line of credit		9	4
133003 Subsidy reestimate		19	
133901 Total subsidy budget authority	96	118	89
Direct loan subsidy outlays:			
134001 Direct loan		34	52
134002 Line of credit		9	4
134901 Total subsidy outlays		43	56
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee		200	100
215901 Total loan guarantee levels		200	100
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee	0.00	3.97	4.35
232901 Weighted average subsidy rate	0.00	3.97	4.35
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee		8	5
233901 Total subsidy budget authority		8	5
Guaranteed loan subsidy outlays:			
234001 Loan guarantee		2	4
234901 Total subsidy outlays		2	4
Administrative expense data:			
351001 Budget authority	1	2	2
358001 Outlays from balances		1	
359001 Outlays from new authority	1	2	2

The Federal-Aid Highways (FAH) program is designed to aid in the development, operations and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely.

All programs included within FAH are financed from the Highway Trust Fund and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The budget proposes to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief and a portion of the Minimum Guarantee program (\$639 million) will be exempt from the limitation.

The FAH program is funded by contract authority found in the Transportation Equity Act for the 21st Century (TEA-21), which authorizes surface transportation programs through 2003, as described below.

Surface Transportation Program (STP).—STP funds may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of the funds reserved for rural areas may be used on rural minor collectors. TEA-21 set aside 10% of STP funds for transportation enhancements and 10% for safety and also provides State sub-allocations including the special rule for areas less than 5,000 population. Prior to apportionment, funds are set aside for Railway-Highway

Crossing Hazard Elimination in High Speed Rail Corridors and for Operation Lifesaver.

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The NHS consists of the current Interstate, other rural principal arterials, urban freeways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 and TEA-21 added to the system the highways and connections to transportation facilities identified in the May 24, 1996 report to Congress.

Interstate maintenance (IM).—The IM program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction that increases capacity, other than HOV lanes, is not eligible for IM funds.

Emergency relief.—The Emergency Relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges which have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. Title 23, U.S.C., contains an annual authorization of \$100 million for the ER program.

Bridge replacement and rehabilitation.—The bridge program enables States to respond to the problem of unsafe and inadequate bridges. The funds are available for use on all bridges, including those on roads functionally classified as rural minor collectors and as local. Highway bridges designated as a hazard to navigation by the U.S. Coast Guard are eligible for funding under the bridge program.

Congestion mitigation and air quality improvement program (CMAQ).—The CMAQ program directs funds toward transportation projects and programs to help meet and maintain national ambient air quality standards for ozone, carbon monoxide, and particulate matter. A minimum 1/2 percent of the apportionment is guaranteed to each State.

Federal lands.—This category includes Public Lands Highways, including Forest Highways; Park Roads and Parkways; Indian Reservation Roads; and Refuge Roads. Roads funded under this program are open to public travel. State and local roads (29,500 miles) that provide important access within the National Forest System are designated Forest Highways. These roads should not be confused with the Forest Development Roads, which are under the jurisdiction of the Forest Service. Park roads and Parkways (8,000 miles) are owned by the National Park Service and provide access within the National Park System. Indian Reservation Roads program consists of the Bureau of Indian Affairs road system (25,000 miles) and State and local roads (25,000 miles) that provide access within Indian lands. There are approximately 4,250 miles which are under the jurisdiction of the Fish and Wildlife Service. The new category of Refuge Roads consists of public roads that provide access to or within the National Wildlife Refuge System.

Border planning and infrastructure program.—The border planning and infrastructure program provides funds to make grants to State and local governments and Federal inspection agencies to facilitate planning and construction of facilities to improve the flow of people and goods in corridors of national significance and at our Nation's borders. Of these funds, \$47 million is proposed to be set aside for state border safety inspection facilities at the southern border.

Transportation infrastructure finance and innovation act (TIFIA) program.—The TIFIA program will provide funds to assist in the development of nationally-significant transportation projects. The goal is to encourage the development

FEDERAL-AID HIGHWAYS—Continued
[(HIGHWAY TRUST FUND)]—Continued

of large, capital-intensive infrastructure facilities through public-private partnerships consisting of State or local government and one or more private sector firms. It will encourage more private sector and non-Federal participation, and build on the public's willingness to pay user fees to receive the benefits and services of transportation infrastructure sooner than would be possible under traditional funding techniques. Loans, loan guarantees, and stand-by lines of credit may be used to secure junior lien debt or other obligations requiring credit enhancement. The Administration proposes to make the TIFIA credit levels in TEA-21 available until expended.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Federal highway research and technology.—The research and technology program develops new transportation technology that can be applied nationwide. Activities include surface transportation research, technology deployment, training and education, University Transportation Research, and funding for State research, development, and technology implementation.

Intelligent Transportation Systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test and evaluate advanced electronic and information systems that can improve the safety, operational efficiency, and productivity of the existing surface transportation infrastructure. It includes the ITS research and development program and the ITS deployment incentives program. The ITS research and development program supports the development of the next generation of ITS technologies, including the Intelligent Vehicle Initiative; the development and maintenance of the National ITS architecture and standards; and the deployment of integrated ITS systems through guidance documents, training, and technical assistance. The ITS deployment incentive program supports the integration of existing ITS systems in metropolitan areas, integration and infrastructure deployment in rural areas; and the deployment of the commercial vehicle information systems and networks (CVISN).

Revenue Aligned Budget Authority (RABA).—The budget authority and obligation limitation for Federal-aid highway programs funded from the Highway Account (HA) of the Highway Trust Fund (HTF) is adjusted to reflect changes in tax receipt estimates of the HA of the HTF. The Federal-aid highway obligation limitation will be adjusted downward by \$4,965 million in 2003.

Miscellaneous.—This category includes Scenic Byways, Highway Use Tax Evasion Projects, National Recreational Trails, Value Pricing, Ferry Boats, Commonwealth of Puerto Rico Highway Program, Environmental Streamlining, Miscellaneous Studies, Reports, and Projects, and Transportation and Community and System Preservation.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	21	22	24
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	24	25	27
12.1 Civilian personnel benefits	5	6	6
21.0 Travel and transportation of persons	7	8	8

22.0 Transportation of things	1	1	1
25.2 Other services	72	96	89
26.0 Supplies and materials	4	4	4
31.0 Equipment	2	2	2
32.0 Land and structures	215	313	344
41.0 Grants, subsidies, and contributions	28,049	31,261	22,241
93.0 Limitation on general operating expenses (see separate schedule)	294	310	318
99.0 Direct obligations	28,673	32,026	23,040
99.0 Reimbursable obligations	52	92	92
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	49	26	25
11.3 Other than full-time permanent	8	4	3
11.5 Other personnel compensation	2	1	1
11.9 Total personnel compensation	59	31	29
12.1 Civilian personnel benefits	11	6	5
21.0 Travel and transportation of persons	4	2	2
22.0 Transportation of things	2	1	1
23.1 Rental payments to GSA	1	1	1
23.3 Communications, utilities, and miscellaneous charges	6	3	3
25.2 Other services	297	158	151
25.3 Other purchases of goods and services from Government accounts	14	8	7
25.4 Operation and maintenance of facilities	1		
25.7 Operation and maintenance of equipment	9	5	4
26.0 Supplies and materials	10	5	5
31.0 Equipment	4	2	2
32.0 Land and structures	7	4	4
41.0 Grants, subsidies, and contributions	272	144	138
99.0 Allocation account	697	370	352
99.9 Total new obligations	29,422	32,488	23,484

Obligations are distributed as follows:

Transportation:			
Federal Highway Administration	28,665	31,731	22,943
Bureau of Transportation Statistics	37	53	31
National Highway Traffic Safety Administration	307	257	83
Federal Transit Administration	8		
Federal Motor Carrier Safety Administration		5	
Agriculture:			
Forest Service	39	18	19
Interior:			
Bureau of Indian Affairs	269	294	290
National Park Service	33	16	4
Bureau of Land Management	4	1	1
U.S. Fish and Wildlife Service	8	19	19
Defense:			
Corps of Engineers		1	1
Military Traffic Management Command:			
Transportation Engineering Agency		1	

Personnel Summary

Identification code 69-8083-0-7-401	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	464	413	413
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	8	4	4
Allocation account:			
3001 Total compensable workyears: Full-time equivalent employment	102	161	183

FEDERAL HIGHWAY ADMINISTRATION
LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed **[\$311,000,000] \$317,732,000** shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That of the funds available under section 104(a)(1)(A) of title 23, United States Code: \$7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105-178, as amended; \$4,000,000 shall be

available for motor carrier safety research; \$841,000 shall be available for the motor carrier crash data improvement program; \$6,000,000 shall be available for the nationwide differential global positioning system program; and \$1,500,000 for environmental streamlining activities]. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Program by activities:			
Program direction and coordination:			
Executive direction	2	2	2
Corporate management	2	2	2
Legal services	7	8	8
Public affairs	1	1	1
Civil rights	2	2	2
General program support:			
Policy	9	10	10
Research and development	12	13	13
Administrative support	99	103	104
Professional development	2	2	2
Career development programs	2	2	2
Highway programs:			
Infrastructure	10	12	12
Planning and environment	10	11	12
Operations	7	9	8
Federal lands highway office	12	14	14
Other highway programs	7	6	0
Field operations and resource centers	112	124	130
Total obligations	295	319	321
Financing:			
Reimbursable programs	0	-4	-4
Unobligated balance available, start of year	-6	-5	0
Unobligated balance available, end of year	5	0	0
Limitation	294	310	318
Relation of obligations to outlays:			
Total obligations	295	319	321
Obligated balance, start of year	402	370	347
Obligated balance, end of year	-370	-347	-338
Outlays from limitation	327	342	331

This limitation provides for the salaries and expenses of the Federal Highway Administration. Resources are allocated from the Federal-aid highways program.

Program direction and coordination.—Provides overall management of the highway transportation program, including formulation of multi-year and long-range policy plans and goals for highway programs; safety programs that focus on high risk areas through technical assistance, research, training, analysis, and public information; development of data and analysis for current and long-range programming; administrative support services for all elements of the FHWA; and training opportunities for highway related personnel.

Highway programs.—Provides engineering guidance to Federal and State agencies and to foreign governments, and conducts a program to encourage use of modern traffic engineering procedures to increase the vehicle-carrying capacity of existing highways and urban streets; and finances construction skill training programs for disadvantaged workers hired by contractors on federally aided highway projects.

Field operations.—Provides staff advisory and support services in field offices of the Federal Highway Administration; and provides program and engineering supervision through division offices.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2001 actual	2002 est.	2003 est.
Personnel compensation:			
11.1 Full-time permanent	149	172	179
11.3 Other than full-time permanent	2	2	3
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	154	177	185

12.1 Civilian personnel benefits	62	69	71
21.0 Travel and transportation of persons	14	9	9
22.0 Transportation of things	2		
23.1 Rental payments to GSA	18	21	24
23.3 Communications, utilities, and miscellaneous charges	10	10	10
24.0 Printing and reproduction	3	1	1
25.2 Other services	43	41	35
26.0 Supplies and materials	3	2	2
31.0 Equipment	8	5	5
93.0 Limitation on expenses	-294	-311	-318
99.0 Limitation acct—direct obligations	23	24	24

Personnel Summary

Identification code 69-8083-0-7-401	2001 actual	2002 est.	2003 est.
6001 Total compensable workyears: Full-time equivalent employment	2,263	2,422	2,412

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM
(HIGHWAY TRUST FUND)

Note.—2001 appropriations were provided by sections 326 and 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346.

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Section 326 of P.L. 106-346	55		
00.02 Section 378 of P.L. 106-346	139	60	
10.00 Total new obligations (object class 25.2)	194	60	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		60	
22.00 New budget authority (gross)	254		
23.90 Total budgetary resources available for obligation	254	60	
23.95 Total new obligations	-194	-60	
24.40 Unobligated balance carried forward, end of year	60		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	255		
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1		
43.00 Appropriation (total discretionary)	254		
Change in obligated balances:			
72.40 Obligated balance, start of year		185	134
73.10 Total new obligations	194	60	
73.20 Total outlays (gross)	-9	-111	-67
74.40 Obligated balance, end of year	185	134	67
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	9		
86.93 Outlays from discretionary balances		111	67
87.00 Total outlays (gross)	9	111	67
Net budget authority and outlays:			
89.00 Budget authority	254		
90.00 Outlays	9	111	67

Funding for this program will be used for the necessary expenses for the Appalachian Development Highway System (ADHS) as distributed to the following states: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. Funding also has been included for construction of and improvements to Corridor D in the State of West Virginia and Corridor X in the State of Alabama. No further appropriation is requested.

HIGHWAY-RELATED SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	2001 actual	2002 est.	2003 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	
73.20 Total outlays (gross)		-1	
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		1	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		1	

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. TEA-21 authorizes a consolidated state and community highway safety formula grant program, and therefore this schedule reflects spending of prior year balances.

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.20 Advances from State cooperating agencies and Foreign governments	32	25	25
02.21 Advances for highway research program		5	5
02.22 Contributions from States, etc., cooperative work, forest highways, FHA, M	16	3	3
02.40 Advances from other Federal agencies, FHA miscellaneous trust, DOT	2	5	5
02.99 Total receipts and collections	50	38	38
Appropriations:			
05.00 Miscellaneous trust funds	-50	-38	-38
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	4	7	7
00.03 Contributions for highway research programs	1	6	6
00.04 Advances from State cooperating agencies	37	43	43
10.00 Total new obligations	42	56	56
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	50	59	41
22.00 New budget authority (gross)	50	38	38
23.90 Total budgetary resources available for obligation	100	97	79
23.95 Total new obligations	-42	-56	-56
24.40 Unobligated balance carried forward, end of year	59	41	22
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund)	50	38	38
Change in obligated balances:			
72.40 Obligated balance, start of year	33	27	11
73.10 Total new obligations	42	56	56
73.20 Total outlays (gross)	-48	-73	-38
74.40 Obligated balance, end of year	27	11	29
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	41	31	31
86.98 Outlays from mandatory balances	7	42	7

87.00 Total outlays (gross)	48	73	38
Net budget authority and outlays:			
89.00 Budget authority	50	38	38
90.00 Outlays	48	73	38

Miscellaneous Trust Funds contains the following programs financed out of the highway trust fund and reimbursed by the requesting parties.

Cooperative work, forest highways.—Contributions are received from States and counties in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

Contributions for highway research programs.—In association with the General Services Administration and the Department of Defense, tests of highway equipment are conducted for the purpose of establishing performance standards upon which to base specifications for use by the Government in purchasing such equipment.

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the Federal Highway Administration.

International highway transportation outreach.—Funds are collected to inform the domestic highway community of technological innovations, promote highway transportation expertise internationally, and increase transfers of transportation technology to foreign countries.

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2001 actual	2002 est.	2003 est.
11.1 Personnel compensation: Full-time permanent	2	2	2
25.2 Other services	40	54	54
99.9 Total new obligations	42	56	56

Personnel Summary

Identification code 69-9971-0-7-999	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	31	66	66

MISCELLANEOUS HIGHWAY TRUST FUNDS

Note.—2001 appropriations were provided by section 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001, as enacted by section 101(a) of P.L. 106-346 and by sections 1109, 1121, and 1128 of Division A of H.R. 5666, Miscellaneous Appropriations Act, 2001, as enacted by section 1(a)(4) of P.L. 106-554.

[(HIGHWAY TRUST FUND)]

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Miscellaneous Appropriations", including the operation and construction of ferries and ferry facilities, \$100,000,000, to be derived from the Highway Trust Fund, to remain available until expended, and to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.04 Highway safety improvement demonstration project	1	1	1
00.26 Highway projects	6	5	5
00.27 Miscellaneous highway projects	401	350	250
10.00 Total new obligations (object class 41.0)	408	356	256
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	23	825	569
22.00 New budget authority (gross)	1,210	100	

23.90	Total budgetary resources available for obligation	1,233	925	569
23.95	Total new obligations	-408	-356	-256
24.40	Unobligated balance carried forward, end of year	825	569	313

New budget authority (gross), detail:

Discretionary:				
40.00	Appropriation	1,213	100	
40.77	Reduction pursuant to P.L. 106-554 (0.22 percent)	-3		
43.00	Appropriation (total discretionary)	1,210	100	

Change in obligated balances:

72.40	Obligated balance, start of year	83	415	465
73.10	Total new obligations	408	356	256
73.20	Total outlays (gross)	-76	-306	-309
74.40	Obligated balance, end of year	415	465	412

Outlays (gross), detail:

86.90	Outlays from new discretionary authority		27	
86.93	Outlays from discretionary balances	76	279	309
87.00	Total outlays (gross)	76	306	309

Net budget authority and outlays:

89.00	Budget authority	1,210	100	
90.00	Outlays	76	306	309

No further budget authority is requested for 2003. Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

**FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION**

Trust Funds

MOTOR CARRIER SAFETY

LIMITATION ON OBLIGATIONS ADMINISTRATIVE EXPENSES

[(INCLUDING RESCISSION OF FUNDS)]

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a)(1)(B) of title 23, United States Code, not to exceed **[\$110,000,000] \$117,464,000** shall be paid in accordance with law from appropriations made available by this Act and from any available takedown balances to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the **[Federal Motor Carrier Safety] Administration**: *Provided*, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration, of which *\$7,000,000, to remain available until September 30, 2006, is for the research and technology program; \$3,000,000 is for reviews of conditional motor carriers and regulatory development; \$5,000,000 is for the collection and analysis of data on commercial motor vehicle crashes, including crash causation, as authorized; \$375,000 is for a toll-free hotline for reporting safety violations, as authorized; and \$10,000,000 is for the commercial driver's license improvement program; and \$2,995,000 in budget authority, to be derived from the Highway Trust Fund for 2003.*

[Of the unobligated balances authorized under 23 U.S.C. 104(a)(1)(B), \$6,665,342 are rescinded.] (P.L. 106-159, sec. 225(e); P.L. 105-178, sec. 4017, as amended by P.L. 106-159, sec. 213; Department of Transportation and Related Agencies Appropriations Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-8055-0-7-401	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
Direct program:				
00.01	Administration	81	103	95
00.02	Research and technology	10	1	7
00.03	Motor carrier safety programs	4	10	18
01.00	Subtotal, Direct program	95	114	120
09.01	Reimbursable program	8	9	10
10.00	Total new obligations	104	123	130

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	2	1	
21.49	Unobligated balance carried forward, start of year: Contract authority		7	
21.99	Total unobligated balance carried forward, start of year	2	8	
22.00	New budget authority (gross)	102	114	138
22.22	Unobligated balance transferred from other accounts	8		
23.90	Total budgetary resources available for obligation	112	122	138
23.95	Total new obligations	-104	-123	-130
24.40	Unobligated balance carried forward, end of year	1		
24.49	Unobligated balance carried forward, end of year: Contract authority		7	8
24.99	Total unobligated balance carried forward, end of year	8		8

New budget authority (gross), detail:

Discretionary:				
40.26	Appropriation (trust fund)	95	113	120
40.49	Portion applied to liquidate contract authority	-92	-110	-117
43.00	Appropriation (total discretionary)	3	3	3
49.36	Unobligated balance rescinded		-7	
Mandatory:				
66.10	Contract authority	91	109	125
Discretionary:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	8	9	10
70.00	Total new budget authority (gross)	102	114	138

Change in obligated balances:

72.40	Obligated balance, start of year	18	34	11
73.10	Total new obligations	104	123	130
73.20	Total outlays (gross)	-88	-146	-129
74.40	Obligated balance, end of year	34	11	12

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	69	111	118
86.93	Outlays from discretionary balances	19	35	11
87.00	Total outlays (gross)	88	146	129

Offsets:

Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-8	-9	-10

Net budget authority and outlays:

89.00	Budget authority	94	105	128
90.00	Outlays	80	137	119

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.	
Net budget authority and outlays:				
89.00	Budget authority	91	102	125
90.00	Outlays	77	134	116

Status of Contract Authority (in millions of dollars)

Identification code 69-8055-0-7-401	2001 actual	2002 est.	2003 est.	
0100	Balance, start of year		7	
Contract authority:				
0200	Contract authority	91	102	125
0340	Unobligated balance transferred	8		
0400	Appropriation to liquidate contract authority	-92	-110	-117
0700	Balance, end of year	7		8

This limitation provides resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. Funding will support regulatory development, safety outreach and nationwide motor carrier enforcement efforts. Resources are also provided to fund motor carrier safety research and technology, maintain legislatively-mandated funding levels for both the motor carrier crash data improvement program and 24-hour safety telephone hot-

MOTOR CARRIER SAFETY—Continued
[(INCLUDING RESCISSION OF FUNDS)]—Continued

line, and continue the State commercial driver's license (CDL) improvement program.

Object Classification (in millions of dollars)

Identification code 69-8055-0-7-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	40	49	45
11.3 Other than full-time permanent	1	2	2
11.9 Total personnel compensation	41	51	47
12.1 Civilian personnel benefits	14	19	18
21.0 Travel and transportation of persons	5	7	6
23.1 Rental payments to GSA	4	5	7
25.2 Other services	18	22	25
25.5 Research and development contracts	9	1	4
26.0 Supplies and materials	1	1	1
31.0 Equipment	3	3	2
41.0 Grants, subsidies, and contributions	5	5	10
99.0 Direct obligations	95	114	120
99.0 Reimbursable obligations	8	9	10
99.5 Below reporting threshold	1		
99.9 Total new obligations	104	123	130

Personnel Summary

Identification code 69-8055-0-7-401	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	663	857	732
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	52	52	52

NATIONAL MOTOR CARRIER SAFETY PROGRAM
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, 31106 and 31309, [\$205,896,000] \$190,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of [\$182,000,000] \$190,000,000 for "Motor Carrier Safety Grants," and "Information Systems": *Provided further*, That notwithstanding any other provision of law, of the \$23,896,000 provided under 23 U.S.C. 110, \$18,000,000 shall be for border State grants and \$4,837,000 shall be for State commercial driver's license program improvements]. (Department of Transportation and Related Agencies Appropriations Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Motor carrier grants	153	182	163
00.02 Administration and studies	6	7	7
00.03 Information systems	17	17	20
10.00 Total new obligations	176	206	190
Budgetary resources available for obligation:			
21.49 Unobligated balance carried forward, start of year:			
Contract authority	2	3	3
22.00 New budget authority (gross)	177	206	190
23.90 Total budgetary resources available for obligation	179	209	193
23.95 Total new obligations	-176	-206	-190
24.49 Unobligated balance carried forward, end of year:			
Contract authority	3	3	3

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	177	206	190
40.49 Portion applied to liquidate contract authority	-177	-206	-190
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	177	182	190
66.62 Transferred from other accounts		24	
66.90 Contract authority (total mandatory)	177	206	190
70.00 Total new budget authority (gross)	177	206	190

Change in obligated balances:

72.40 Obligated balance, start of year	85	138	148
73.10 Total new obligations	176	206	190
73.20 Total outlays (gross)	-122	-196	-201
74.40 Obligated balance, end of year	138	148	137

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	37	58	53
86.93 Outlays from discretionary balances	85	138	148
87.00 Total outlays (gross)	122	196	201

Net budget authority and outlays:

89.00 Budget authority	177	206	190
90.00 Outlays	122	196	201

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	2001 actual	2002 est.	2003 est.
0100 Balance, start of year	2	3	3
Contract authority:			
0200 Contract authority	177	206	190
0400 Appropriation to liquidate contract authority	-177	-206	-190
0700 Balance, end of year	3	3	3

The National Motor Carrier Safety Program is funded at \$190 million in 2003, of which \$165 million is dedicated to Motor carrier safety assistance program (MCSAP) state grants. Grants will be used to increase the number of compliance reviews in states; identify and apprehend traffic violators; increase the volume of roadside inspections; improve State commercial driver's license oversight activities; and support State border enforcement efforts. \$20 million is included for the Information systems and strategic safety initiatives (ISSSI) program. The program's implementation is shared by Federal Motor Carrier Safety Administration (FMCSA) and the states and supports motor carrier information system and data analysis activities including: SAFESTAT technology, used to target high-risk motor carriers for compliance reviews; and the Performance registration information systems and management (PRISM) program, which links state motor vehicle registration systems with carrier safety data in an effort to identify unsafe commercial motor carriers. \$5 million is provided to continue a comprehensive study on commercial vehicle crash causation initiated in 2001. The study will identify data requirements and collection procedures, reports and other measures that will improve both FMCSA and the states' ability to evaluate future crashes involving commercial motor vehicles; monitor crash trends and identify causes and contributing factors; and develop effective safety improvement policies and programs.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	2001 actual	2002 est.	2003 est.
25.2 Other services	16	15	17
41.0 Grants, subsidies, and contributions	160	191	173
99.9 Total new obligations	176	206	190

BORDER ENFORCEMENT PROGRAM

(HIGHWAY TRUST FUND)

To continue the Border Enforcement Program, authorized by section 350 of the Department of Transportation and Related Agencies Appropriations Act, 2002, \$60,908,000, to be derived from the Highway Trust Fund, for necessary expenses.

Program and Financing (in millions of dollars)

Identification code 69-8274-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Administration	1	27	43
00.02 Grants			18
01.00 Direct program	1	27	61
10.00 Total new obligations	1	27	61
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1	27	61
23.95 Total new obligations	-1	-27	-61
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	1	27	61
Change in obligated balances:			
72.40 Obligated balance, start of year			3
73.10 Total new obligations	1	27	61
73.20 Total outlays (gross)	-1	-24	-58
74.40 Obligated balance, end of year		3	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	24	55
86.93 Outlays from discretionary balances			3
87.00 Total outlays (gross)	1	24	58
Net budget authority and outlays:			
89.00 Budget authority	1	27	61
90.00 Outlays	1	24	58

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

2001 actual	2002 est.	2003 est.
Net budget authority and outlays:		
89.00 Budget authority	26	60
90.00 Outlays	23	57

The Border Enforcement Program will support the Federal and state safety enforcement efforts at the U.S./Mexico border needed to ensure that Mexican carriers entering the U.S. are in compliance with Federal Motor Carrier Safety Regulations. Funding is provided for Federal enforcement personnel to inspect commercial vehicles at the border and for travel into Mexico to conduct compliance reviews of Mexican carriers. \$18 million is also provided for grants to Texas, Arizona, New Mexico, and California to fund state border inspection personnel.

Object Classification (in millions of dollars)

Identification code 69-8274-0-7-401	2001 actual	2002 est.	2003 est.
11.1 Personnel compensation: Full-time permanent	1	12	
12.1 Civilian personnel benefits	1	2	7
21.0 Travel and transportation of persons		9	16
25.2 Other services		14	6
26.0 Supplies and materials		1	1
31.0 Equipment		1	1
41.0 Grants, subsidies, and contributions			18
99.9 Total new obligations	1	27	61

Personnel Summary

Identification code 69-8274-0-7-401	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment		27	274

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The following table depicts the total funding for all National Highway Traffic Safety programs.

	[In millions of dollars]		
Budget authority:	2001 actual	2002 est.	2003 est.
Operations and research	120	131	131
Operations and research (Highway trust fund)	74	73	74
Highway traffic safety grants	213	223	225
Total budget authority	407	426	430
Program level (obligations):			
Operations and research	109	154	131
Operations and research (Highway trust fund)	77	74	74
Highway traffic safety grants	212	223	225
Total program level	398	451	430
Outlays:			
Operations and research	80	147	141
Operations and research (Highway trust fund)	81	92	80
Highway traffic safety grants	207	229	234
Total outlays	368	468	455

Federal Funds

General and special funds:

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code [\$127,780,000] \$130,881,508, of which [\$95,835,000] \$98,161,131 shall remain available until September 30, [2004] 2005: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards	15	24	25
00.02 Safety assurance	27	32	32
00.03 Research and analysis	53	88	61
00.04 Office of the Administrator	7	4	4
00.05 General administration	11	9	8
09.01 Reimbursable program	25	25	25
10.00 Total new obligations	138	182	155
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	26	
22.00 New budget authority (gross)	146	156	155
22.10 Resources available from recoveries of prior year obligations	5		
23.90 Total budgetary resources available for obligation	165	182	155
23.95 Total new obligations	-138	-182	-155
24.40 Unobligated balance carried forward, end of year	26		

General and special funds—Continued

OPERATIONS AND RESEARCH—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0650-0-1-401	2001 actual	2002 est.	2003 est.	
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	121	132	130
40.35	Appropriation rescinded		-1	
43.00	Appropriation (total discretionary)	121	131	130
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	25	25	25
70.00	Total new budget authority (gross)	146	156	155
Change in obligated balances:				
72.40	Obligated balance, start of year	63	86	96
73.10	Total new obligations	138	182	155
73.20	Total outlays (gross)	-105	-172	-166
73.40	Adjustments in expired accounts (net)	-5		
73.45	Recoveries of prior year obligations	-5		
74.40	Obligated balance, end of year	86	96	85
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	97	103	102
86.93	Outlays from discretionary balances	8	69	64
87.00	Total outlays (gross)	105	172	166
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-25	-25	-25
Net budget authority and outlays:				
89.00	Budget authority	121	131	130
90.00	Outlays	80	147	141

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.	
Net budget authority and outlays:				
89.00	Budget authority	117	127	126
90.00	Outlays	76	143	137

In 2003, \$205 million is proposed for Operations and Research. This includes \$74 million from the Highway Trust Fund and \$131 million from the general fund.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2001 actual	2002 est.	2003 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	24	28	29
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	26	30	31
12.1	Civilian personnel benefits	10	11	11
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	1	1	1
23.3	Communications, utilities, and miscellaneous charges	4	4	4
24.0	Printing and reproduction	2	2	2
25.2	Other services	32	39	37
25.5	Research and development contracts	18	51	25
26.0	Supplies and materials	13	13	13
31.0	Equipment	6	5	5
99.0	Direct obligations	113	157	130
99.0	Reimbursable obligations	25	25	25
99.9	Total new obligations	138	182	155

Personnel Summary

Identification code 69-0650-0-1-401	2001 actual	2002 est.	2003 est.	
1001	Total compensable workyears: Full-time equivalent employment	263	289	296

Trust Funds

OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, \$72,000,000, to be derived from the Highway Trust Fund; *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2002] 2003, are in excess of \$72,000,000 for programs authorized under 23 U.S.C. 403.

[Of the unobligated balances authorized under 23 U.S.C. 403, \$1,516,000 are rescinded.]

NATIONAL DRIVER REGISTER
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, \$2,000,000, to be derived from the Highway Trust Fund, and to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
Direct program:				
00.01	Highway safety programs	66	70	66
00.02	Research and analysis	13	9	12
00.03	Office of the Administrator	2	2	2
00.04	General administration	6	5	5
10.00	Total new obligations	87	86	85
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	2	1	
22.00	New budget authority (gross)	85	84	85
22.10	Resources available from recoveries of prior year obligations	2		
23.90	Total budgetary resources available for obligation	89	85	85
23.95	Total new obligations	-87	-86	-85
23.98	Unobligated balance expiring or withdrawn	-1		
24.40	Unobligated balance carried forward, end of year	1		

New budget authority (gross), detail:

Discretionary:				
40.26	Appropriation (trust fund)	74	74	74
40.49	Portion applied to liquidate contract authority	-72	-72	-72
43.00	Appropriation (total discretionary)	2	2	2
49.36	Unobligated balance rescinded		-1	
Mandatory:				
66.10	Contract authority	72	72	72
Discretionary:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	11	11	11
70.00	Total new budget authority (gross)	85	84	85
Change in obligated balances:				
72.40	Obligated balance, start of year	84	71	54
73.10	Total new obligations	87	86	85
73.20	Total outlays (gross)	-97	-103	-91
73.45	Recoveries of prior year obligations	-2		
74.40	Obligated balance, end of year	71	54	47
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	53	54	54

86.93	Outlays from discretionary balances	44	49	37
87.00	Total outlays (gross)	97	103	91

Offsets:

88.00	Against gross budget authority and outlays: Offsetting collections (cash) from: Federal sources	-11	-11	-11
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Net budget authority and outlays:

89.00	Budget authority	74	73	74
90.00	Outlays	87	92	80

Status of Contract Authority (in millions of dollars)

Identification code 69-8016-0-7-401	2001 actual	2002 est.	2003 est.	
Contract authority:				
0200	Contract authority	72	71	72
0400	Appropriation to liquidate contract authority	-72	-72	-72

A total of \$205 million is proposed for Operations and Research.

Programs funded under the Operations and Research appropriation are described below.

Safety Performance Standards (Rulemaking) Programs.—Supports the promulgation of Federal motor vehicle safety standards for motor vehicles, and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.—Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce federal odometer law and encourage enforcement of state odometer law and conduct safety recalls when warranted.

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on smart air bag technology and on the National Transportation Biomechanics Research Center, which includes the Crash Injury Research and Engineering Network (CIREN).

Highway Safety Programs.—Provides for research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by state and local governments, the private sector, universities and research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.

General Administration.—Provides program evaluation, strategic planning, and economic analysis for agency programs. Objective quantitative information about NHTSA's regulatory and highway safety programs is gathered to measure their effectiveness in achieving objectives. This activity also funds development of methods to estimate economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification, regulatory analysis, priority setting, and policy analysis.

National Driver Register.—Provides funding to implement and operate the Problem Driver Pointer System (PDPS) and improve traffic safety by assisting state motor vehicle administrators in communicating effectively and efficiently with other states to identify drivers whose licenses have been sus-

pending or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2001 actual	2002 est.	2003 est.	
11.1	Personnel compensation: Full-time permanent	21	19	20
12.1	Civilian personnel benefits	3	5	6
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	5	5	5
23.3	Communications, utilities, and miscellaneous charges	1	1	1
24.0	Printing and reproduction	2	2	2
25.2	Other services	42	45	39
25.5	Research and development contracts	11	7	10
26.0	Supplies and materials	1	1	1
99.9	Total new obligations	87	86	85

Personnel Summary

Identification code 69-8016-0-7-401	2001 actual	2002 est.	2003 est.	
1001	Total compensable workyears: Full-time equivalent employment	370	370	370

**HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)**

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, and 410, [and 411] to remain available until expended, [\$223,000,000] \$225,000,000, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning and execution of programs the total obligations for which, in fiscal year [2002] 2003, are in excess of [\$223,000,000] \$225,000,000 for programs authorized under 23 U.S.C. 402, 405, and 410, [and 411] of which [\$160,000,000] \$165,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, [\$15,000,000] \$20,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, [\$38,000,000] and \$40,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410[, and \$10,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411]: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed [\$8,000,000] \$8,150,000 of the funds made available for section 402, not to exceed [\$750,000] \$1,000,000 and of the funds made available for section 405, and not to exceed [\$1,900,000] \$2,000,000 of the funds made available for section 410[, and not to exceed \$500,000 of the funds made available for section 411] shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
00.01	Section 402 formula grants	155	160	165
00.02	Section 405 occupant protection incentive grants	13	15	20
00.03	Section 410 alcohol incentive grants	36	38	40
00.04	Section 411 safety data grants	9	10	.....
10.00	Total new obligations	213	223	225
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	213	223	225
23.95	Total new obligations	-213	-223	-225
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	213	223	225

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8020-0-7-401	2001 actual	2002 est.	2003 est.
40.49 Portion applied to liquidate contract authority	-213	-223	-225
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	213	223	225
70.00 Total new budget authority (gross)	213	223	225
Change in obligated balances:			
72.40 Obligated balance, start of year	225	231	224
73.10 Total new obligations	213	223	225
73.20 Total outlays (gross)	-207	-229	-233
74.40 Obligated balance, end of year	231	224	215
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	87	91	92
86.93 Outlays from discretionary balances	120	138	141
87.00 Total outlays (gross)	207	229	233
Net budget authority and outlays:			
89.00 Budget authority	213	223	225
90.00 Outlays	207	229	233

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	2001 actual	2002 est.	2003 est.
Contract authority:			
0200 Contract authority	213	223	225
0400 Appropriation to liquidate contract authority	-213	-223	-225

Section 402.—The Section 402 State and Community Grant Program is a performance-based program administered by NHTSA. Grant allocations are determined on the basis of a statutory formula. States use this funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs, focused on national priority areas, implemented jointly with all members of the highway safety community. States develop safety goals, performance measures, and strategic plans to manage use of grants for programs to reduce deaths and injuries on the Nation's highways, such as programs associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving, and roadway safety.

Alcohol-Impaired Driving Incentive Grants.—A two-tiered basic and supplemental grant program to reward states that pass new laws and start more effective programs to attack drunk driving. This continues the Department's strong emphasis on impaired drivers that has been addressed by the Section 410 incentive grant program. States may qualify for basic grants by implementing criteria that include: administrative license revocation, stepped-up police enforcement coupled with publicity, and graduated licensing laws with nighttime driving restrictions and Zero Tolerance. States are also awarded basic grants for demonstrating consistently high performance in reducing alcohol-related fatalities. There are six supplemental grant criteria including self-sustaining drunk driving prevention programs, effective DWI tracking systems, and use of passive alcohol sensors by police.

Section 405 Occupant Protection Incentive Grants.—Targets specific laws and programs to help states increase seat belt and child safety seat use. States may qualify for grants by adopting or demonstrating specific laws and programs, such as primary safety belt use laws, minimum fines or penalty points, and special traffic enforcement programs. Grant funds may be used only to implement and enforce occupant protection programs.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	2001 actual	2002 est.	2003 est.
25.2 Other services	11	11	11
41.0 Grants, subsidies, and contributions	202	212	214
99.9 Total new obligations	213	223	225

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

(In millions of dollars)

Budget authority:	2001 actual	2002 est.	2003 est.
Safety and operations	105	121	123
Rail user fees (memo)			(45)
Railroad research and development	25	29	28
Rail user fees (memo)			(14)
Grants to the National Railroad Passenger Corporation	520	621	521
Amtrak Reform Council	1		
Rhode Island rail development	17		
Pennsylvania Station redevelopment project	20	20	20
Next generation high-speed rail	25	32	23
Alaska Railroad rehabilitation	30	20	
West Virginia rail development	15		
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-5	-4	-4
Total budget authority	754	848	710

Outlays:

Safety and Operations	103	133	125
Local rail freight assistance	1	1	
Railroad research and development	27	41	31
Conrail commuter transition assistance	2	1	
Grants to the National Railroad Passenger Corporation	553	855	571
Amtrak Reform Council	1	1	
Northeast corridor improvement program		4	9
Rhode Island rail development	6	7	17
Pennsylvania Station redevelopment project		3	18
Trust fund share of next generation high-speed rail	2		
Next generation high-speed rail	20	19	15
Alaska Railroad rehabilitation	28	25	37
West Virginia rail development		3	8
Emergency railroad rehabilitation and repair	3	1	
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-5	-4	-4
Total outlays	740	1,089	826

Federal Funds

General and special funds:

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$110,857,000]** \$122,889,000, of which **[\$6,509,000]** \$6,636,000 shall remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Safety and Operations", \$6,000,000, to remain available until expended, to be obligated from amounts made available in Public Law 107-38. (Emergency Supplemental Act, 2002.)

Unavailable Collections (in millions of dollars)

Identification code 69-0700-0-1-401	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.60 Railroad safety user fees, legislative proposal not subject to PAYGO			59
Appropriations:			
05.00 Safety and operations, legislative proposal not subject to PAYGO			-59

07.99 Balance, end of year

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	105	124	122
00.02 Contract support		1	
00.06 Alaska railroad liabilities	1	1	1
01.00 Total direct program	106	126	123
Reimbursable program:			
09.01 Reimbursable services	1	1	1
09.02 Union Station deed payments	1		
09.99 Total reimbursable program	2	1	1
10.00 Total new obligations	108	127	124
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	6	5	
22.00 New budget authority (gross)	107	123	124
23.90 Total budgetary resources available for obligation	113	128	124
23.95 Total new obligations	-108	-127	-124
24.40 Unobligated balance carried forward, end of year	5		

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	105	116	123
40.15 Appropriation (emergency)		6	
43.00 Appropriation (total discretionary)	105	122	123
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	1	1
70.00 Total new budget authority (gross)	107	123	124

Change in obligated balances:

72.40 Obligated balance, start of year	17	24	16
73.10 Total new obligations	108	127	124
73.20 Total outlays (gross)	-101	-136	-126
74.40 Obligated balance, end of year	24	16	14

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	97	111	112
86.93 Outlays from discretionary balances	4	25	14
87.00 Total outlays (gross)	101	136	126

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1	-1	-1
88.40 Non-Federal sources	-1		
88.90 Total, offsetting collections (cash)	-2	-1	-1

Net budget authority and outlays:

89.00 Budget authority	105	122	123
90.00 Outlays	99	135	125

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	101	117	118
90.00 Outlays	95	130	120

The programs under this account are:

Salaries and expenses.—Provides support for FRA rail safety activities and all other administrative and operating activities related to FRA staff and programs.

Contract support.—Provides support for policy oriented economic, industry, and systems analysis.

Alaska Railroad Liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were

on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The 2003 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	49	56	60
11.3 Other than full-time permanent	1		1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	51	57	62
12.1 Civilian personnel benefits	16	20	21
21.0 Travel and transportation of persons	8	8	8
23.1 Rental payments to GSA	3	4	4
23.3 Communications, utilities, and miscellaneous charges	1	3	2
25.1 Advisory and assistance services	1	2	1
25.2 Other services	16	20	18
25.3 Other purchases of goods and services from Government accounts	3	2	3
26.0 Supplies and materials	1	1	
31.0 Equipment	5	3	3
41.0 Grants, subsidies, and contributions	1	6	1
99.0 Direct obligations	106	126	119
99.0 Reimbursable obligations	2	1	1
99.9 Total new obligations	108	127	124

Personnel Summary

Identification code 69-0700-0-1-401	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	742	769	794

SAFETY AND OPERATIONS

(Legislative proposal, not subject to PAYGO)

Note.—See section 331 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)

Identification code 69-0700-2-1-401	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-45
40.20 Appropriation (special fund)			59
41.00 Transferred to other accounts			-14
43.00 Appropriation (total discretionary)			
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Administration will propose legislation to authorize the collection and spending of a rail user fee. If the proposed authorizing legislation is enacted, the proviso for the rail user fee contained in the General Provisions will reduce the General Fund appropriation for Safety and Operations by \$45 million, the amount of the proposed user fee.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$29,000,000] \$28,325,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Railroad system issues	4	6	4
00.02 Human factors	3	4	4
00.03 Rolling stock and components	1	2	3
00.04 Track and structures	3	8	5
00.05 Track and train interaction	4	3	3
00.06 Train control			1
00.07 Grade crossings	2	2	1
00.08 Hazardous materials transportation	1	1	1
00.09 Train occupant protection	5	7	6
00.10 R&D facilities and test equipment	2	1	1
00.11 Other	-1	1	
01.00 Total direct program	24	35	28
09.10 Reimbursable program		1	1
10.00 Total new obligations	24	36	30
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	5	6	
22.00 New budget authority (gross)	25	30	29
23.90 Total budgetary resources available for obligation	30	36	29
23.95 Total new obligations	-24	-36	-30
24.40 Unobligated balance carried forward, end of year	6		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	25	29	28
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1	1
70.00 Total new budget authority (gross)	25	30	29
Change in obligated balances:			
72.40 Obligated balance, start of year	30	33	27
73.10 Total new obligations	24	36	30
73.20 Total outlays (gross)	-21	-42	-32
74.40 Obligated balance, end of year	33	27	25
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	15	18	18
86.93 Outlays from discretionary balances	6	23	12
87.00 Total outlays (gross)	21	42	32
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-1	-1
Net budget authority and outlays:			
89.00 Budget authority	25	29	28
90.00 Outlays	21	41	31

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support for rail safety rulemaking and enforcement and to stimulate technological advances in conventional and high-speed railroads. This activity is conducted with the cooperation of and some cost-sharing from private sector organizations.

Railroad system issues.—Provides for research in railroad system safety, performance-based regulations, railroad systems and infrastructure security, railroad environmental issues, and locomotive R&D.

Human factors.—Provides for research in train operations, and yard and terminal accidents and incidents.

Rolling stock and components.—Provides for research in on-board monitoring systems, wayside monitoring systems, and material and design improvements.

Track and structures.—Provides for research in inspection techniques, material and component reliability, track and structure design and performance, and track stability data processing and feedback.

Track and train interaction.—Provides for research in derailment mechanisms, and vehicle/track performance.

Train control.—Provides for research in train control test and evaluation.

Grade crossings.—Provides for research in grade crossing human factors and infrastructure.

Hazardous materials transportation.—Provides for research in hazmat transportation safety, damage assessment and inspection, and tank car safety.

Train occupant protection.—Provides for research in locomotive safety, and passenger car safety/performance.

R&D facilities and test equipment.—Provides support to the Transportation technology center (TTC) and the track research instrumentation platform. The TTC is a government-owned facility near Pueblo, Colorado, operated by the Association of American Railroads under a contract for care, custody and control.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
25.2 Other services	3	12	12
25.4 Operation and maintenance of facilities	2	1	1
25.5 Research and development contracts	17	18	14
41.0 Grants, subsidies, and contributions	2	4	2
99.0 Direct obligations	24	35	29
99.0 Reimbursable obligations		1	1
99.9 Total new obligations	24	36	30

**RAILROAD RESEARCH AND DEVELOPMENT
(Legislative proposal, not subject to PAYGO)**

Note.—See section 331 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)

Identification code 69-0745-2-1-401	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-14
42.00 Transferred from other accounts			14
43.00 Appropriation (total discretionary)			
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Administration will propose legislation to authorize the collection and spending of a rail user fee. If the proposed authorizing legislation is enacted, the proviso for the rail user fee contained in the General Provisions will reduce the General Fund appropriation for Railroad Research and Development by \$14 million, the amount of the proposed user fee.

RHODE ISLAND RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Rhode Island rail development	27		
10.00 Total new obligations (object class 41.0)	27		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	10		
22.00 New budget authority (gross)	17		
23.90 Total budgetary resources available for obligation	27		
23.95 Total new obligations	-27		

New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	17	
Change in obligated balances:			
72.40	Obligated balance, start of year	14	35 28
73.10	Total new obligations	27	
73.20	Total outlays (gross)	-6	-7 -17
74.40	Obligated balance, end of year	35	28 11
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	3	
86.93	Outlays from discretionary balances	3	7 17
87.00	Total outlays (gross)	6	7 17
Net budget authority and outlays:			
89.00	Budget authority	17	
90.00	Outlays	6	7 17

Funds were previously provided to continue the construction of a third rail line and related costs between Davisville and Central Falls, RI. No funds are requested for 2003, as the 2001 funding completed the Administration's total funding commitment to this project.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401			
		2001 actual	2002 est. 2003 est.
Obligations by program activity:			
00.01	Pennsylvania Station redevelopment project	40	20
10.00	Total new obligations (object class 41.0)	40	20
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	20	
22.00	New budget authority (gross)	20	20
23.90	Total budgetary resources available for obligation	20	40 20
23.95	Total new obligations	-40	-20
24.40	Unobligated balance carried forward, end of year	20	
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	20	20 20
Change in obligated balances:			
72.40	Obligated balance, start of year		37
73.10	Total new obligations	40	20
73.20	Total outlays (gross)	-3	-18
74.40	Obligated balance, end of year	37	39
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	2	2
86.93	Outlays from discretionary balances	1	16
87.00	Total outlays (gross)	3	18
Net budget authority and outlays:			
89.00	Budget authority	20	20 20
90.00	Outlays	3	18

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Pennsylvania Station. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000 an advance appropriation of \$20 million was provided for 2001, 2002, and 2003. In 2001 the \$20 million in advance appropriations for the Farley Building was made available specifically for fire and life safety initiatives. This 2003 amount reflects the last year of the funding level previously appropriated.

[ALASKA RAILROAD REHABILITATION]

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$20,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401			
		2001 actual	2002 est. 2003 est.
Obligations by program activity:			
00.01	Alaska Railroad rehabilitation	20	20
00.02	Department of Defense, Air Force	10	
10.00	Total new obligations (object class 41.0)	30	20
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	30	20
23.95	Total new obligations	-30	-20
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	20	20
42.00	Transferred from Department of Defense	10	
43.00	Appropriation (total discretionary)	30	20
Change in obligated balances:			
72.40	Obligated balance, start of year	40	42 37
73.10	Total new obligations	30	20
73.20	Total outlays (gross)	-28	-25 -37
74.40	Obligated balance, end of year	42	37
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	12	8
86.93	Outlays from discretionary balances	16	17 37
87.00	Total outlays (gross)	28	25 37
Net budget authority and outlays:			
89.00	Budget authority	30	20
90.00	Outlays	28	25 37

These funds provided direct payments to the Alaska railroad. No funds are requested for 2003.

WEST VIRGINIA RAIL DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0758-0-1-401			
		2001 actual	2002 est. 2003 est.
Obligations by program activity:			
00.01	West Virginia rail development	3	12
10.00	Total new obligations (object class 41.0)	3	12
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year		12
22.00	New budget authority (gross)	15	
23.90	Total budgetary resources available for obligation	15	12
23.95	Total new obligations	-3	-12
24.40	Unobligated balance carried forward, end of year	12	
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	15	
Change in obligated balances:			
72.40	Obligated balance, start of year		3 12
73.10	Total new obligations	3	12
73.20	Total outlays (gross)	-3	-8
74.40	Obligated balance, end of year	3	12 4
Outlays (gross), detail:			
86.93	Outlays from discretionary balances		3 8
Net budget authority and outlays:			
89.00	Budget authority	15	

General and special funds—Continued

WEST VIRGINIA RAIL DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0758-0-1-401	2001 actual	2002 est.	2003 est.
90.00 Outlays		3	8

Funds provided capital costs associated with track, signal and crossover rehabilitation and improvements on the MARC Brunswick line in West Virginia. No funds are requested in 2003.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), \$521,476,000, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), \$100,000,000, to remain available until expended, and to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.02 General capital grants	551	933	521
10.00 Total new obligations (object class 41.0)	551	933	521

Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	343	312	
22.00 New budget authority (gross)	520	621	521
23.90 Total budgetary resources available for obligation	863	933	521
23.95 Total new obligations	-551	-933	-521
24.40 Unobligated balance carried forward, end of year	312		

New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	521	621	521
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1		
43.00 Appropriation (total discretionary)	520	621	521

Change in obligated balances:			
72.40 Obligated balance, start of year	3	1	80
73.10 Total new obligations	551	933	521
73.20 Total outlays (gross)	-553	-854	-571
74.40 Obligated balance, end of year	1	80	30

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	208	541	521
86.93 Outlays from discretionary balances	345	313	50
87.00 Total outlays (gross)	553	854	571

Net budget authority and outlays:			
89.00 Budget authority	520	621	521
90.00 Outlays	553	854	571

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for profit corporation with all Board members appointed by the Executive Branch of the Federal Government, with the advice and consent of the Senate. Amtrak is not an agency or instrumentality of the U.S. Government.

Funding provides support for Amtrak capital requirements, including Northeast Corridor improvements.

AMTRAK REFORM COUNCIL

Program and Financing (in millions of dollars)

Identification code 69-0152-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 99.5)	1	1	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1		
23.95 Total new obligations	-1	-1	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1		
Change in obligated balances:			
73.10 Total new obligations	1	1	
73.20 Total outlays (gross)	-1	-1	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1		
86.93 Outlays from discretionary balances		1	
87.00 Total outlays (gross)	1	1	
Net budget authority and outlays:			
89.00 Budget authority	1		
90.00 Outlays	1	1	

The Amtrak Reform Council was created by the Amtrak Reform and Accountability Act of 1997 (P.L. 105-134) to perform an independent assessment of Amtrak. The 1999 Department of Transportation and Related Agencies Appropriations Act expanded the Council's mandate to include identifying Amtrak routes which are candidates for closure or realignment. The Council is an independent entity and its funding was presented within the Federal Railroad Administration for display purposes only. No funds are requested in 2003.

Personnel Summary

Identification code 69-0152-0-1-407	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	7		

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, [\$32,300,000] \$23,200,000 to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 High-speed train control systems	11	12	10
00.02 High-speed non-electric locomotives	4	9	6
00.03 Grade crossing hazard mitigation/low-cost innovative technologies	4	5	4
00.04 Track/structures technology	1	2	1
00.05 Corridor planning	1	6	2
00.06 Maglev		4	
10.00 Total new obligations	21	38	23
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	6	
22.00 New budget authority (gross)	25	32	23
23.90 Total budgetary resources available for obligation	27	38	23
23.95 Total new obligations	-21	-38	-23
24.40 Unobligated balance carried forward, end of year	6		

New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	25	32 23
Change in obligated balances:			
72.40	Obligated balance, start of year	60	61 80
73.10	Total new obligations	21	38 23
73.20	Total outlays (gross)	-20	-19 -15
74.40	Obligated balance, end of year	61	80 88
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	4	4 3
86.93	Outlays from discretionary balances	16	15 11
87.00	Total outlays (gross)	20	19 15
Net budget authority and outlays:			
89.00	Budget authority	25	32 23
90.00	Outlays	20	19 15

74.40	Obligated balance, end of year	1	
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	3	1
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	3	1

This schedule displays emergency funding programs that no longer require appropriations and thus reflects outlays from 1997 and 1998 appropriations. In 1997, the funds were used to repair and rebuild freight rail lines of regional and short-line railroads or State-owned railroads damaged by floods in South Dakota, North Dakota, Minnesota, West Virginia and Iowa. In 1998, all states became eligible for this program.

The Next Generation High-Speed Rail Program will fund: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program.

LOCAL RAIL FREIGHT ASSISTANCE
Program and Financing (in millions of dollars)

Object Classification (in millions of dollars)			
Identification code 69-0722-0-1-401	2001 actual	2002 est.	2003 est.
25.2	Other services	18	33 20
41.0	Grants, subsidies, and contributions	3	5 3
99.9	Total new obligations	21	38 23

Identification code 69-0714-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01	Local rail freight assistance		1
10.00	Total new obligations (object class 41.0)		1
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	1	1
23.95	Total new obligations		-1
24.40	Unobligated balance carried forward, end of year	1	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.04	System engineering, program management and administration		3
10.00	Total new obligations (object class 25.2)		3
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	3	3
23.95	Total new obligations		-3
24.40	Unobligated balance carried forward, end of year	3	
Change in obligated balances:			
72.40	Obligated balance, start of year	16	15 14
73.10	Total new obligations		3
73.20	Total outlays (gross)	-1	-4 -9
74.40	Obligated balance, end of year	15	14 5
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	1	4 9
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	4	9

Identification code 69-0714-0-1-401	2001 actual	2002 est.	2003 est.
Change in obligated balances:			
72.40	Obligated balance, start of year	1	
73.10	Total new obligations		1
73.20	Total outlays (gross)	-1	-1
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	1	1
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	1	1

This program provided discretionary and flat-rate grants to States for rail planning, and for acquisition, track rehabilitation, and rail facility construction with respect to light density freight lines. No funds are requested for this account in 2003.

Provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. Beginning in 2001, funding is available within the Amtrak appropriation.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	2001 actual	2002 est.	2003 est.
Change in obligated balances:			
72.40	Obligated balance, start of year	4	1
73.20	Total outlays (gross)	-3	-1
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	1	4
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	4	9

Identification code 69-0747-0-1-401	2001 actual	2002 est.	2003 est.
Change in obligated balances:			
72.40	Obligated balance, start of year	3	1
73.20	Total outlays (gross)	-2	-1
74.40	Obligated balance, end of year	1	
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	2	1
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	2	1

These funds helped to defray the one-time-only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. Between 1986 and 1993, funds were appropriated to fund commuter rail and bridge improvements

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

General and special funds—Continued

CONRAIL COMMUTER TRANSITION ASSISTANCE—Continued

in the Philadelphia, Pennsylvania region. No additional funds are requested in 2003.

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

The Alameda Transportation Corridor is an intermodal project connecting the Ports of Los Angeles and Long Beach to downtown Los Angeles. The project replaces the current 20 miles of at-grade rail line with a high-speed, below-grade corridor, thereby eliminating over 200 grade crossings. It also widens and improves the adjacent major highway on this alignment and mitigates the impact of increased international traffic transferring through the San Pedro Ports. The loan has permitted construction to continue without interruption through the sale of debt obligations, the proceeds of which funded the majority of the project's costs.

The amount of subsidy budget authority originally provided for the Alameda Corridor Transportation project was \$59 million. The Alameda Corridor Transportation Authority (ACTA) has now completely drawn down the DOT loan proceeds totaling \$400 million. In January 1999, ACTA received investment grade ratings from three rating agencies on its debt obligations financing construction of the project.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loan obligated in 1997. The subsidy amounts are estimated on a present value basis. No funds are requested for this account in 2003, as all funds required to complete this project were provided in 1997.

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.02 Interest paid to Treasury		58	34
Downward re-estimates:			
08.02 Downward subsidy reestimate		50	
08.04 Interest on downward reestimate of subsidy		13	
08.91 Total downward re-estimates		63	
10.00 Total new obligations		121	34
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		121	34
23.95 Total new obligations		-121	-34
New financing authority (gross), detail:			
Discretionary:			
47.00 Authority to borrow		118	30
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		3	4
70.00 Total new financing authority (gross)		121	34
Change in obligated balances:			
73.10 Total new obligations		121	34
73.20 Total financing disbursements (gross)		-121	-34
87.00 Total financing disbursements (gross)		121	34
Offsets:			
Against gross financing authority and financing disbursements:			
88.40 Offsetting collections (cash) from: Non-Federal sources		-3	-4
Net financing authority and financing disbursements:			
89.00 Financing authority		118	30

90.00 Financing disbursements	118	30
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Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	2001 actual	2002 est.	2003 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	488	503	534
1251 Repayments: Repayments and prepayments			
1261 Adjustments: Capitalized interest	15	31	33
1290 Outstanding, end of year	503	534	567

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-4183-0-3-401	2001 actual	2002 est.	2003 est.
Direct loan downward reestimate subsidy budget authority:			
137001 Downward reestimates subsidy budget authority		-63	
137901 Total downward reestimate budget authority		-63	
Direct loan downward reestimate subsidy outlays:			
138001 Downward reestimates subsidy outlays		-63	
138901 Total downward reestimate subsidy outlays		-63	

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4183-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	400	503	534	567
1402 Interest receivable			3	4
1405 Allowance for subsidy cost (-)	-11			
1499 Net present value of assets related to direct loans	389	503	537	571
1999 Total assets	389	503	537	571
LIABILITIES:				
2103 Federal liabilities: Debt	389	503	537	571
2999 Total liabilities	389	503	537	571
4999 Total liabilities and net position	389	503	537	571

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year [2002] 2003. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0750-0-1-401	2001 actual	2002 est.	2003 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Direct loan levels		150	100
115901 Total direct loan levels		150	100
Direct loan subsidy (in percent):			
132001 Credit Risk Premium rate		0.00	0.00
132901 Weighted average subsidy rate		0.00	0.00
Direct loan subsidy budget authority:			
133001 Direct loan levels			
133901 Total subsidy budget authority			
Direct loan subsidy outlays:			
134001 Credit Risk Premium outlays			
134901 Total subsidy outlays			

Data above includes funds for the Railroad Rehabilitation and Improvement and Amtrak Corridor Improvement Loans program accounts. These accounts were funded under separate appropriations, and are displayed in a consolidated format. The two accounts are loan administration accounts. No funding is requested in 2003. No loans are proposed to be supported in 2003 with Federal funds.

TEA-21 expanded the Railroad Rehabilitation and Improvement program to permit non-Federal entities to provide the subsidy budget authority needed to support a loan through the payment of a credit risk premium. The final rule regarding the administration of the program was published on July 6, 2000.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Interest to Treasury		4	12
00.02 Direct loans		150	100
10.00 Total new obligations		154	112
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		154	112
23.95 Total new obligations		-154	-112
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow		146	95
69.00 Offsetting collections (cash)		8	25
69.47 Portion applied to repay debt			-8
69.90 Spending authority from offsetting collections (total mandatory)		8	17
70.00 Total new financing authority (gross)		154	112
Change in obligated balances:			
73.10 Total new obligations		154	112
73.20 Total financing disbursements (gross)		-154	-112
87.00 Total financing disbursements (gross)		154	112
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Non-Federal sources:			
88.40 Credit premium		-8	-5
88.40 Principal repayment			-8
88.40 Interest payment			-12
88.90 Total, offsetting collections (cash)		-8	-25

Net financing authority and financing disbursements:			
89.00 Financing authority		146	87
90.00 Financing disbursements		146	87

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2001 actual	2002 est.	2003 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1121 Limitation available from carry-forward	3,500	3,500	3,290
1143 Unobligated limitation carried forward (P.L. xx) (-)	-3,500	-3,290	-3,093
1150 Total direct loan obligations		210	197
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	4	4	154
1231 Disbursements: Direct loan disbursements		150	100
1251 Repayments: Repayments and prepayments			-8
1290 Outstanding, end of year	4	154	246

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4420-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross			150	246
1499 Net present value of assets related to direct loans			150	246
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	4	4	3	3
1999 Total assets	4	4	153	249
LIABILITIES:				
2105 Federal liabilities: Other	4	4	153	249
2999 Total liabilities	4	4	153	249
NET POSITION:				
3300 Cumulative results of operations				
3999 Total net position				
4999 Total liabilities and net position	4	4	153	249

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Interest to Treasury		2	2
10.00 Total new obligations (object class 43.0)		2	2
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		8	
22.00 New budget authority (gross)	8	2	2
22.60 Portion applied to repay debt		-8	
23.90 Total budgetary resources available for obligation	8	2	2
23.95 Total new obligations		-2	-2
24.40 Unobligated balance carried forward, end of year	8		
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	8	6	6
69.47 Portion applied to repay debt		-4	-4

Credit accounts—Continued**RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING
ACCOUNT—Continued****Program and Financing** (in millions of dollars)—Continued

Identification code 69-4411-0-3-401	2001 actual	2002 est.	2003 est.
69.90 Spending authority from offsetting collections (total mandatory)	8	2	2
Change in obligated balances:			
73.10 Total new obligations		2	2
73.20 Total outlays (gross)		-2	-2
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority		2	2
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-8	-6	-6
Net budget authority and outlays:			
89.00 Budget authority		-4	-4
90.00 Outlays	-8	-4	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2001 actual	2002 est.	2003 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	49	49	40
1251 Repayments: Repayments and prepayments		-9	-4
1290 Outstanding, end of year	49	40	36

Section 505—Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual outlays of -\$8 million in 2001, and projected outlays of -\$4 million in 2002 and -\$4 million in 2003 resulting from payments of principal and interest as well as repurchases of redeemable preference shares and the sale of redeemable preference shares to the private sector.

Section 511—Loan repayments.—This program reflects repayments of principal and interest on outstanding borrowings by the railroads to the Federal Financing Bank under the section 511 loan guarantee program.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated and loan guarantees committed prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	49	44	40	36
1602 Interest receivable	18	11	9	7
1699 Value of assets related to direct loans	67	55	49	43
1999 Total assets	67	55	49	43
LIABILITIES:				
Federal liabilities:				
2102 Interest payable	18	11	9	7
2103 Debt	49	44	40	36
2999 Total liabilities	67	55	49	43

4999 Total liabilities and net position	67	55	49	43
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**AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING
ACCOUNT****Program and Financing** (in millions of dollars)

Identification code 69-4164-0-3-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
22.40 Capital transfer to general fund		-1	
Change in obligated balances:			
72.40 Obligated balance, start of year		1	1
74.40 Obligated balance, end of year		1	
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4164-0-3-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
1207 Non-Federal assets: Advances and prepayments	1	1	1	
1999 Total assets	1	1	1	
LIABILITIES:				
2202 Non-Federal liabilities: Interest payable	1	1	1	
2999 Total liabilities	1	1	1	
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position	1	1	1	

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT**Program and Financing** (in millions of dollars)

Identification code 69-0720-0-1-401	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)		1	1
69.47 Portion applied to repay debt	-1	-1	-1
69.90 Spending authority from offsetting collections (total mandatory)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1

Net budget authority and outlays:			
89.00 Budget authority	-1	-1	-1
90.00 Outlays	-1	-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	2001 actual	2002 est.	2003 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	5	4	3
1251 Repayments: Repayments and prepayments	-1	-1	-1
1290 Outstanding, end of year	4	3	2

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	5	4	3	2
1999 Total assets	5	4	3	2
LIABILITIES:				
2105 Federal liabilities: Federal liabilities; Other	5	4	3	2
2999 Total liabilities	5	4	3	2
4999 Total liabilities and net position	5	4	3	2

**TRUST FUND SHARE OF NEXT GENERATION HIGH-SPEED RAIL
(LIQUIDATION OF CONTRACT AUTHORIZATION)**

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-9973-0-7-401	2001 actual	2002 est.	2003 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	2		
73.20 Total outlays (gross)	-2		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	2		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	2		

This account provided funds for research, development, and demonstrations to support the advancement of high-speed rail technology. These activities are now supported through the Next Generation High-Speed Rail general fund account.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides funding to transit operators, State and local governments and other recipients for the construction of facilities; the purchase of vehicles and equipment; the improvement of technology, service techniques, and methods; the support of regionwide transportation planning; and transit operations. In addition to improving general mobility, FTA provides financial assistance to help implement other national goals relating to mobility for the elderly, people with disabilities, and economically disadvantaged individuals.

The Transportation Equity Act for the 21st Century reauthorized transit programs through FY 2003, and created the new discretionary Mass Transit Budget Category. The General Fund and Highway Trust Fund funding contained in the mass transit category is referred to as "guaranteed" funding. Approximately 80 percent of transit funding in 2002 is derived from the mass transit account of the Highway Trust Fund.

In 2003, \$7,230 million is proposed for transit programs.

The following tables show the funding for the Federal Transit Administration programs.

[In millions of dollars]

	2001 actual	2002 est.	2003 est.
Obligation Limitations:			
Administrative expenses, general fund	16	17	18
Administrative expenses, trust fund	51	54	58
Subtotal, obligation limitation	67	71	77
Transit planning and research, general fund	22	23	24
Transit planning and research, trust fund	148	93	98
Subtotal, obligation limitation	170	116	122
University transportation centers, general fund	1	1	1
University transportation centers, trust fund	5	5	5
Subtotal, obligation limitation	6	6	6
Job access and reverse commute, general fund	20	25	30
Job access and reverse commute, trust fund	80	100	120
Subtotal, obligation limitation	100	125	150
Formula grants, general fund	617	692	768
Formula grants, trust fund	3,901	2,874	3,071
Subtotal, obligation limitation	4,517	3,566	3,839
Capital investment grants, general fund	578	718	607
Capital investment grants, trust fund	2,117	2,272	2,429
Subtotal, obligation limitation	2,695	2,991	3,036
Trust fund share of expenses, total budget authority (non-add)	[6,312]	[5,398]	[5,781]
Trust fund share of expenses, available for obligation (non-add)	[6,301]	[5,398]	[5,781]
Total FTA, obligation limitation	7,555	6,870	7,230

Notes.—2001 reflects a reduction of \$3 million in budget authority and \$11 million in obligation limitation pursuant to P.L. 106-554. 2001 funds reflect the transfer of \$1,291 million from FWA to FTA. The budget assumes that flex-funding transfer between FWA and FTA will continue, and will be documented at the end of the fiscal year.

Federal Funds

General and special funds:

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, **[\$13,400,000] \$18,200,000: Provided,** That no more than **[\$67,000,000] \$76,600,000** of budget authority shall be available for these purposes: *Provided further,* That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, \$2,000,000 shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems: *Provided further,* That not to exceed \$2,600,000 for the National transit database shall remain available until expended. *Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Direct program	67	71	77
01.01 Reimbursable program	1	1	1
10.00 Total new obligations	68	72	78
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	68	72	78
23.95 Total new obligations	-68	-72	-78
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	16	17	19
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	52	55	59
70.00 Total new budget authority (gross)	68	72	78
Change in obligated balances:			
72.40 Obligated balance, start of year	8	10	6
73.10 Total new obligations	68	72	78
73.20 Total outlays (gross)	-66	-76	-77

General and special funds—Continued

FORMULA GRANTS

ADMINISTRATIVE EXPENSES—Continued

(INCLUDING TRANSFER OF FUNDS)

Program and Financing (in millions of dollars)—Continued

Identification code 69-1120-0-1-401	2001 actual	2002 est.	2003 est.
74.40 Obligated balance, end of year	10	6	7
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	62	66	71
86.93 Outlays from discretionary balances	4	10	6
87.00 Total outlays (gross)	66	76	77
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-52	-55	-59
Net budget authority and outlays:			
89.00 Budget authority	16	17	19
90.00 Outlays	14	21	18

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	13	13	15
90.00 Outlays	11	17	14

For 2003, \$77 million is requested to fund the personnel and other support costs associated with management and direction of FTA programs. This includes \$2 million to be reimbursed to the Inspector General for transit-related audits. In addition, funds will be available for FTA's essential transit operations data base, the National Transit Database. FTA has been a forerunner in expanding automated systems to provide better access to customers. The Transportation Electronic Award and Management (TEAM) system provides on-line access to grantees for grant awards and disbursements.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	36	38	41
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	37	39	42
12.1 Civilian personnel benefits	10	12	13
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	4	4	5
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	11	11	12
31.0 Equipment	1	1	1
99.0 Direct obligations	67	71	77
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	68	72	78

Personnel Summary

Identification code 69-1120-0-1-401	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	483	505	517
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	15	13	13

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, **[\$718,400,000] \$767,800,000**, to remain available until expended: *Provided*, That no more than **[\$3,592,000,000] \$3,839,000,000** of budget authority shall be available for these purposes[: *Provided further*, That, notwithstanding any other provision of law, of the funds provided under this heading, \$5,000,000 shall be available for grants for the costs of planning, delivery, and temporary use of transit vehicles for special transportation needs and construction of temporary transportation facilities for the VII Paralympiad for the Disabled, to be held in Salt Lake City, Utah: *Provided further*, That in allocating the funds designated in the preceding proviso, the Secretary shall make grants only to the Utah Department of Transportation, and such grants shall not be subject to any local share requirement or limitation on operating assistance under this Act or the Federal Transit Act, as amended: *Provided further*, That notwithstanding section 3008 of Public Law 105-178 and 49 U.S.C. 5309(m)(3)(C), \$50,000,000 of the funds to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provide for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants".] (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Formula Grants", \$23,500,000, to remain available until expended, to be obligated from amounts made available in Public Law 107-38.] (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Salt Lake Olympics	45	5	.....
00.02 Urban formula-capital	4,059	3,259	3,304
00.03 Alaska Railroad	13	5	5
00.04 Clean fuels .....	.....	.....	40
00.05 Elderly and disabled	175	84	90
00.06 Nonurban formula	214	225	235
00.07 Over-the-road-bus	2	4	6
00.08 Emergency response funds .....	.....	34	.....
00.09 New freedom initiative .....	.....	.....	145
10.00 Total new obligations	4,508	3,616	3,825

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	1,295	1,327	1,287
22.00 New budget authority (gross)	4,518	3,566	3,839
22.10 Resources available from recoveries of prior year obligations	23	.....	.....
22.22 Unobligated balance transferred from other accounts .....	.....	10	.....
23.90 Total budgetary resources available for obligation	5,836	4,903	5,126
23.95 Total new obligations	-4,508	-3,616	-3,825
24.40 Unobligated balance carried forward, end of year	1,327	1,287	1,301

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	669	742	768
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1	.....	.....
41.00 Transferred to other accounts	-51	-50	.....
43.00 Appropriation (total discretionary)	617	692	768
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	3,901	2,874	3,071
70.00 Total new budget authority (gross)	4,518	3,566	3,839

Change in obligated balances:

72.40 Obligated balance, start of year	5,931	6,338	6,240
73.10 Total new obligations	4,508	3,616	3,825
73.20 Total outlays (gross)	-4,078	-3,714	-3,534
73.45 Recoveries of prior year obligations	-23	.....	.....
74.40 Obligated balance, end of year	6,338	6,240	6,531

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	757	391	400
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86.93	Outlays from discretionary balances	3,321	3,323	3,136
87.00	Total outlays (gross)	4,078	3,714	3,534
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-3,901	-2,874	-3,071
Net budget authority and outlays:				
89.00	Budget authority	617	692	768
90.00	Outlays	178	840	463

Formula grant funding is requested at \$3,839 million in 2003, the guarantee level in TEA-21. Formula Grant funds can be used for all transit purposes including planning, bus and railcar purchases, facility repair and construction, maintenance and where eligible, operating expenses. Increased investment levels help transit succeed in alleviating congestion, ensuring basic mobility, promoting more livable communities and helping meet additional needs required as a result of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA).

In 2003, the budget requests \$5 million for the Alaska Railroad, \$50 million for the Clean Fuels Formula program consistent with the Transportation Equity Act for the 21st Century, TEA-21, and \$7 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program. In addition, \$6 million will support the Department's efforts to bring together the timely delivery of transportation projects with the protection and enhancement of the environment. The Administration will seek legislation for the New Freedoms Initiative: \$100 million for a grant program using alternative methods to promote access to transportation; and \$45 million for a pilot program that promotes innovative transportation solutions for people with disabilities.

Clean Fuels Formula Program.—\$50 million will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Over-the-Road Bus Accessibility Program.—\$7 million for the Rural Transportation Accessibility Incentive Program established in TEA-21 will assist operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation's final rule regarding accessibility of over-the-road buses required by the ADA.

Urbanized Area Formula.—\$3,308 million in funds will be apportioned to areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. Also, in urbanized areas under 200,000 both capital and operating costs are eligible expenditures. This funding will assist public transit agencies in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. These funds are critical to preserving mobility in our cities and supporting welfare reform by providing an affordable commute for people making the transition to work.

Nonurbanized Area Formula.—\$231 million will be apportioned according to a legislative formula based on each State's nonurban population to areas with populations of less than 50,000. Available funding may be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs.

Formula Grants for Elderly and Individuals with Disabilities.—\$87 million will be apportioned to each State according to a legislatively required formula to assist in providing transportation to the elderly and individuals with disabilities. Grants are made for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	2001 actual	2002 est.	2003 est.
25.2 Other services	12	18	18
41.0 Grants, subsidies, and contributions	4,496	3,598	3,807
99.9 Total new obligations	4,508	3,616	3,825

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, \$1,200,000, to remain available until expended: *Provided*, That no more than \$6,000,000 of budget authority shall be available for these purposes. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	6	6	6
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	6
23.95 Total new obligations	-6	-6	-6
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1	1	1
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5	5	5
70.00 Total new budget authority (gross)	6	6	6
Change in obligated balances:			
72.40 Obligated balance, start of year	10	13	12
73.10 Total new obligations	6	6	6
73.20 Total outlays (gross)	-3	-7	-7
74.40 Obligated balance, end of year	13	12	11
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		1	1
86.93 Outlays from discretionary balances	3	6	6
87.00 Total outlays (gross)	3	7	7
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5	-5	-5
Net budget authority and outlays:			
89.00 Budget authority	1	1	1
90.00 Outlays	-1	2	2

For 2003, \$6 million is proposed for the University Transportation Research program. This program provides continued support for research, education and technology transfer activities aimed at addressing regional and national transportation problems. These funds are matched with support from non-Federal sources. This program also receives funding from the Federal Highway Administration.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, **[\$23,000,000]** \$24,200,000, to remain available until expended: *Provided*, That no more than **[\$116,000,000]** \$122,000,000, of budget authority shall be available for these purposes: *Provided further*, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)), \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315), \$8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)), **[\$55,422,400]** \$60,385,600, is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305, **[\$11,577,600]** \$12,614,400, is available for the national planning and research program (49

General and special funds—Continued

TRANSIT PLANNING AND RESEARCH—Continued

U.S.C. 5314). (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Direct program	180	130	124
09.01 Reimbursable program	20	20	20
10.00 Total new obligations	200	150	144
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	35	25	16
22.00 New budget authority (gross)	190	136	142
22.10 Resources available from recoveries of prior year obligations	1		
22.21 Unobligated balance transferred to other accounts	-1		
22.22 Unobligated balance transferred from other accounts	1	5	
23.90 Total budgetary resources available for obligation	226	166	158
23.95 Total new obligations	-200	-150	-144
24.40 Unobligated balance carried forward, end of year	25	16	14
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	22	23	24
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	160	113	118
68.10 Change in uncollected customer payments from Federal sources (unexpired)	8		
68.90 Spending authority from offsetting collections (total discretionary)	168	113	118
70.00 Total new budget authority (gross)	190	136	142
Change in obligated balances:			
72.40 Obligated balance, start of year	222	281	267
73.10 Total new obligations	200	150	144
73.20 Total outlays (gross)	-133	-164	-176
73.45 Recoveries of prior year obligations	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-8		
74.40 Obligated balance, end of year	281	267	235
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	49	31	31
86.93 Outlays from discretionary balances	84	133	145
87.00 Total outlays (gross)	133	164	176
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-160	-113	-118
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-8		
Net budget authority and outlays:			
89.00 Budget authority	22	23	24
90.00 Outlays	-28	51	58

In 2003, a total of \$122 million is requested for the transit planning and research activities, including \$49 million for research and technology and \$73 million for Metropolitan and Statewide Planning.

In 2003, \$49 million is requested for a variety of research activities. The National Research and Technology program is funded at \$31.5 million. These funds will be used to cover costs for FTA's essential safety and security activities and transit safety data collection. Additional research programs include \$8 million for Transit Cooperative Research, \$4 million for the National Transit Institute, \$5 million for the Rural Transit Assistance Program.

Under the national component of the program, the FTA is a catalyst in the research, development and deployment

of transportation methods and technologies which address such issues as accessibility for the disabled, air quality, traffic congestion, and transit service and operational improvements. The National Research Program supports the development of innovative transit technologies, such as hybrid electric buses, fuel cells, and battery powered propulsion systems.

For support of metropolitan and statewide planning activities \$73 million, the guaranteed level in TEA-21, is requested in 2003. Of this amount, \$60.4 million will be apportioned to States for Metropolitan planning, and \$12.6 million for statewide planning and research activities. These funds support the transportation planning activities that will enable these regional planning agencies to continue to plan for the transportation investments that best meet the needs of the communities they serve, and to comply with Federal statutes.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2001 actual	2002 est.	2003 est.
Direct obligations:			
25.1 Advisory and assistance services	1	1	1
25.5 Research and development contracts	13	10	10
41.0 Grants, subsidies, and contributions	166	119	113
99.0 Direct obligations	180	130	124
99.0 Reimbursable obligations	20	20	20
99.9 Total new obligations	200	150	144

JOB ACCESS AND REVERSE COMMUTE GRANTS

Notwithstanding section 3037(1)(3) of Public Law 105-178, as amended, for necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, **[\$25,000,000] \$30,000,000**, to remain available until expended: *Provided*, That no more than **[\$125,000,000] \$150,000,000** of budget authority shall be available for these purposes: *Provided further*, That up to **[\$250,000] \$300,000** of the funds provided under this heading may be used by the Federal Transit Administration for technical assistance and support and performance reviews of the Job Access and Reverse Commute Grants program. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	85	120	150
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	76	91	96
22.00 New budget authority (gross)	100	125	150
23.90 Total budgetary resources available for obligation	176	216	246
23.95 Total new obligations	-85	-120	-150
24.40 Unobligated balance carried forward, end of year	91	96	96
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	20	25	30
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	80	100	120
70.00 Total new budget authority (gross)	100	125	150
Change in obligated balances:			
72.40 Obligated balance, start of year	58	104	157
73.10 Total new obligations	85	120	150
73.20 Total outlays (gross)	-39	-67	-95
74.40 Obligated balance, end of year	104	157	212
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	3	6	8
86.93 Outlays from discretionary balances	36	61	88
87.00 Total outlays (gross)	39	67	95

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	- 80	- 100	- 120
Net budget authority and outlays:				
89.00	Budget authority	20	25	30
90.00	Outlays	- 41	- 33	- 25

In 2003, \$150 million is requested for the Job Access and Reverse Commute Grants Program. This program is intended to provide grants to non-profit organizations and local transit agencies to fund transportation services in urban, suburban and rural areas to assist welfare recipients and low income individuals to access employment opportunities. Federal transit funds would provide 50 percent of the project costs, with grant recipients supplying the remaining 50 percent from local or Federal sources other than the Department of Transportation.

CAPITAL INVESTMENT GRANTS
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, **[\$568,200,000]** *\$607,200,000*, to remain available until expended: *Provided*, That no more than **[\$2,841,000,000]** *\$3,036,000,000* of budget authority shall be available for these purposes: *Provided further*, That there shall be available, **of which \$1,214,000,000** is for fixed guideway modernization, **[\$1,136,400,000]**; **[there shall be available]** *\$607,200,000* is for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, **\$568,200,000**, together with **\$50,000,000** transferred from "Federal Transit Administration, Formula Grants"; and there shall be available; *and \$1,214,400,000* is for new fixed guideway systems **[\$1,136,400,000**, together with **\$1,488,840** of the funds made available under "Federal Transit Administration, Capital investment grants" in Public Law 105-277; to be available as follows:

- \$10,296,000 for Alaska or Hawaii ferry projects;
- \$1,000,000 for the Albuquerque, New Mexico, light rail project;
- \$25,000,000 for the Atlanta, Georgia, North line extension project;
- \$13,000,000 for the Baltimore, Maryland, central light rail transit double track project;
- \$1,500,000 for the Baltimore, Maryland, rail transit project;
- \$2,000,000 for the Birmingham, Alabama, transit corridor project;
- \$10,631,245 for the Boston, Massachusetts, South Boston Piers transitway project;
- \$500,000 for the Boston, Massachusetts, urban ring transit project;
- \$7,000,000 for the Charlotte, North Carolina, South Corridor light rail transit project;
- \$4,000,000 for the Nashville, Tennessee, East corridor commuter rail project;
- \$141,000,000 for the New Jersey Hudson-Bergen light rail transit project;
- \$15,000,000 for the New Orleans, Louisiana, Canal Street car line project;
- \$1,200,000 for the New Orleans, Louisiana, Desire corridor streetcar project;
- \$2,000,000 for the New York, New York, Second Avenue subway project;
- \$20,000,000 for the Newark-Elizabeth, New Jersey, rail link project;
- \$2,500,000 for the Northeast Indianapolis, Indiana, downtown corridor project;
- \$2,500,000 for the Northern Indiana South Shore commuter rail project;
- \$6,500,000 for the Oceanside-Escondido, California, light rail extension project;
- \$500,000 for the Ohio, Central Ohio North corridor rail (COTA) project;
- \$5,000,000 for the Pawtucket-TF Green, Rhode Island, commuter rail and maintenance facility project;
- \$9,000,000 for the Philadelphia, Pennsylvania, Schuylkill Valley metro project;

- \$10,000,000 for the Phoenix, Arizona, Central Phoenix/East Valley corridor project;
- \$8,000,000 for the Pittsburgh, Pennsylvania, North Shore connector light rail transit project;
- \$18,000,000 for the Pittsburgh, Pennsylvania, stage II light rail transit reconstruction project;
- \$64,000,000 for the Portland, Oregon, Interstate MAX light rail transit extension project;
- \$20,000,000 for the Puget Sound, Washington, RTA Sounder commuter rail project;
- \$9,000,000 for the Raleigh, North Carolina, Triangle transit project;
- \$328,000 for the Sacramento, California, light rail transit extension project;
- \$14,000,000 for the Salt Lake City, Utah, CBD to University light rail transit project;
- \$3,000,000 for the Salt Lake City, Utah, University Medical Center light rail transit extension project;
- \$60,000,000 for the San Diego, California, Mission Valley East light rail project;
- \$1,000,000 for the San Diego, California, Mid Coast corridor project;
- \$75,673,790 for the San Francisco, California, BART extension to the airport project;
- \$113,336 for the San Jose, California, Tasman West light rail transit project;
- \$40,000,000 for the San Juan, Puerto Rico, Tren Urbano project;
- \$1,700,000 for the Sioux City, Iowa, light rail project;
- \$28,000,000 for the St. Louis-St. Clair, Missouri, metrolink extension project;
- \$5,000,000 for the Stamford, Connecticut, urban transitway project;
- \$32,750,000 for the Chicago, Illinois, Douglas branch reconstruction project;
- \$55,000,000 for the for the Chicago, Illinois, METRA commuter rail and line extension project;
- \$3,000,000 for the Chicago, Illinois, Ravenswood reconstruction project;
- \$6,000,000 for the Cleveland, Ohio, Euclid corridor transportation project;
- \$70,000,000 for the Dallas, Texas, North Central light rail transit extension project;
- \$55,000,000 for the Denver, Colorado, Southeast corridor light rail transit project;
- \$192,492 for the Denver, Colorado, Southwest corridor light rail transit project;
- \$150,000 for the Des Moines, Iowa, DSM bus feasibility project;
- \$200,000 for the Dubuque, Iowa, light rail feasibility project;
- \$25,000,000 for the Dulles corridor, Virginia, bus rapid transit project;
- \$27,000,000 for the Fort Lauderdale, Florida, Tri-County commuter rail upgrades project;
- \$2,000,000 for the Fort Worth, Texas, Trinity railway express project;
- \$750,000 for the Grand Rapids, Michigan, ITP metro area, major corridor project;
- \$12,000,000 for the for Honolulu, Hawaii, bus rapid transit project;
- \$10,000,000 for the Houston, Texas, Metro advanced transit project;
- \$300,000 for the Iowa, Metrolink light rail feasibility project;
- \$1,500,000 for the Johnson County, Kansas-Kansas City, Missouri, I-35 commuter rail project;
- \$2,000,000 for the Kenosha-Racine-Milwaukee, Wisconsin, commuter rail extension project;
- \$55,000,000 for the Largo, Maryland, metrorail extension project;
- \$2,000,000 for the Little Rock, Arkansas, river rail project;
- \$14,744,420 for the Long Island Rail Road, New York, East Side access project;
- \$9,289,557 for the Los Angeles, California, North Hollywood extension project;
- \$7,500,000 for the Los Angeles, California, East Side corridor light rail transit project;
- \$3,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail extension project;
- \$12,000,000 for the Maryland (MARC) commuter rail improvements project;
- \$19,170,000 for the Memphis, Tennessee, Medical center rail extension project;

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued
(INCLUDING TRANSFER OF FUNDS)—Continued

\$5,000,000 for the Miami, Florida, South Miami-Dade busway extension project;
\$10,000,000 for the Minneapolis-Rice, Minnesota, Northstar corridor commuter rail project;
\$50,000,000 for the Minneapolis-St. Paul, Minnesota, Hiawatha corridor light rail transit project;
\$3,000,000 for the Stockton, California, Altamont commuter rail project;
\$3,000,000 for the Virginia Railway Express station improvements project;
\$500,000 for the Washington County, Oregon, Wilsonville to Beaverton commuter rail project;
\$2,500,000 for the Wasilla, Alaska, alternative route project; and
\$400,000 for the Yosemite, California, area regional transportation system project. (Department of Transportation and Related Agencies Appropriations Act, 2002.)

For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Capital Investment Grants", \$100,000,000, to remain available until expended, and to be obligated from amounts made available in Public Law 107-38: *Provided*, That in administering funds made available under this paragraph, the Federal Transit Administrator shall direct funds to those transit agencies most severely impacted by the terrorist attacks of September 11, 2001, excluding any transit agency receiving a Federal payment elsewhere in this Act: *Provided further*, That the provisions of 49 U.S.C 5309(h) shall not apply to funds made available under this paragraph. (Emergency Supplemental Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Capital investment grants	2,490	2,960	3,310
10.00 Total new obligations	2,490	2,960	3,310
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,006	1,213	1,239
22.00 New budget authority (gross)	2,695	2,991	3,036
22.10 Resources available from recoveries of prior year obligations	2		
22.21 Unobligated balance transferred to other accounts		-5	
23.90 Total budgetary resources available for obligation	3,703	4,199	4,275
23.95 Total new obligations	-2,490	-2,960	-3,310
24.40 Unobligated balance carried forward, end of year	1,213	1,239	965
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	529	668	607
40.77 Reduction pursuant to P.L. 106-554 (0.22 percent)	-1		
42.00 Transferred from other accounts	50	50	
43.00 Appropriation (total discretionary)	578	718	607
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2,117	2,273	2,429
70.00 Total new budget authority (gross)	2,695	2,991	3,036
Change in obligated balances:			
72.40 Obligated balance, start of year	2,470	3,056	4,245
73.10 Total new obligations	2,490	2,960	3,310
73.20 Total outlays (gross)	-1,902	-1,771	-2,366
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	3,056	4,245	5,189
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	155	427	364
86.93 Outlays from discretionary balances	1,747	1,343	2,002
87.00 Total outlays (gross)	1,902	1,771	2,366
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2,117	-2,273	-2,429
Net budget authority and outlays:			
89.00 Budget authority	578	718	607

90.00 Outlays	-214	-502	-63
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For 2003, a total of \$3,036 million, the guaranteed level in TEA-21, is requested for Capital Investment Grants. The \$3,036 million will be allocated among the following activities:

Bus and bus-related facilities.—\$607 million for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. This funding will also assist public transit authorities in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. For 2003, FTA's goal is to continue in its efforts to make the national fixed-route bus system 80 percent accessible to individuals with disabilities. Within the bus funding level, \$50 million will be provided for the Clean Fuels Formula Grants program, as authorized by TEA-21. The Clean Fuels Formula Program will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Fixed guideway modernization.—\$1,214 million for the acquisition, reconstruction and improvement of facilities and equipment for use on fixed guideways including heavy and light rail, commuter rail, and ferryboat operations. Funding for this program will ensure the fixed guideway modernization activity remains the stabilization and restoration factor for remedying the conditions of the Nation's older fixed guideway systems.

New Starts.—\$1,214 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2001 actual	2002 est.	2003 est.
25.2 Other services	20	28	30
41.0 Grants, subsidies, and contributions	2,470	2,932	3,280
99.9 Total new obligations	2,490	2,960	3,310

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
22.21 Unobligated balance transferred to other accounts	-1		
Change in obligated balances:			
72.40 Obligated balance, start of year	4	3	2
73.20 Total outlays (gross)	-1	-1	-1
74.40 Obligated balance, end of year	3	2	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	1	1

Since 1993, the activities of this account have been financed in the Transit Planning and Research.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	5	6	

Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	7	6
22.10	Resources available from recoveries of prior year obligations	4	
23.90	Total budgetary resources available for obligation	11	6
23.95	Total new obligations	-5	-6
24.40	Unobligated balance carried forward, end of year	6	

Change in obligated balances:			
72.40	Obligated balance, start of year	2	3
73.10	Total new obligations	5	6
73.20	Total outlays (gross)	-3	-3
73.45	Recoveries of prior year obligations	-4	
74.40	Obligated balance, end of year	3	1

Outlays (gross), detail:			
86.93	Outlays from discretionary balances	3	2

Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	3	2

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01	Washington Metro		1
10.00	Total new obligations (object class 41.0)		1
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	1	
23.95	Total new obligations	-1	
24.40	Unobligated balance carried forward, end of year	1	
Change in obligated balances:			
72.40	Obligated balance, start of year	237	68
73.10	Total new obligations	1	
73.20	Total outlays (gross)	-116	-36
74.40	Obligated balance, end of year	121	32
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	116	36
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	116	36

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile system. The Federal commitment to complete the 103-mile system was fully funded in 1999. No new budget authority is proposed.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	1	1
24.40	Unobligated balance carried forward, end of year	1	1
Change in obligated balances:			
72.40	Obligated balance, start of year	1	

Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		

This schedule displays program balances that are no longer required.

Trust Funds

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01	Discretionary grants	55	48
10.00	Total new obligations (object class 41.0)	55	48
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	66	48
22.10	Resources available from recoveries of prior year obligations	37	
23.90	Total budgetary resources available for obligation	103	48
23.95	Total new obligations	-55	-48
24.40	Unobligated balance carried forward, end of year	48	
New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund)	350	
40.49	Portion applied to liquidate contract authority	-350	
43.00	Appropriation (total discretionary)		
Change in obligated balances:			
72.40	Obligated balance, start of year	1,947	577
73.10	Total new obligations	55	48
73.20	Total outlays (gross)	-722	-386
73.45	Recoveries of prior year obligations	-37	
74.40	Obligated balance, end of year	1,243	191
75.01	Obligated balance, start of year: Contract authority	246	
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	722	386
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	722	386

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	2001 actual	2002 est.	2003 est.
0100	Balance, start of year	312	11
0400	Appropriation to liquidate contract authority	-350	
0700	Balance, end of year	11	
0705	Surplus liquidating cash, end of year (memo entry)	49	38

In 2003, no additional liquidating cash is requested to pay previous obligations in the Discretionary Grants account.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303-5308, 5310-5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105-178, **[\$5,397,800,000] \$5,781,000,000**, to remain available until expended, and to be derived from the Mass Transit Account of the Highway Trust Fund: *Provided, That* **[\$2,873,600,000]**

TRUST FUND SHARE OF EXPENSES—Continued
(HIGHWAY TRUST FUND)—Continued

\$3,071,200,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That **[\$93,000,000]** \$97,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That **[\$53,600,000]** \$58,400,000 shall be paid to the Federal Transit Administration's administrative expenses account: *Provided further*, That \$4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: *Provided further*, That **[\$100,000,000]** \$120,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That **[\$2,272,800,000]** \$2,428,800,000 shall be paid to the Federal Transit Administration's capital investment grants account. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Administrative expenses	51	54	58
00.02 Job access and reverse commute	80	100	120
00.03 Formula programs	3,901	2,874	3,071
00.04 University transportation research	5	5	5
00.05 Transit planning and research	148	93	98
00.06 Capital investment grants	2,117	2,273	2,429
10.00 Total new obligations (object class 92.0)	6,301	5,398	5,781
Budgetary resources available for obligation:			
21.49 Unobligated balance carried forward, start of year:			
Contract authority	18	29	29
22.00 New budget authority (gross)	6,312	5,398	5,781
23.90 Total budgetary resources available for obligation	6,330	5,427	5,810
23.95 Total new obligations	-6,301	-5,398	-5,781
24.49 Unobligated balance carried forward, end of year:			
Contract authority	29	29	29
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	5,021	5,398	5,781
40.49 Portion applied to liquidate contract authority used	-6,308	-5,398	-5,781
42.00 Transferred from other accounts	1,291		
43.00 Appropriation (total discretionary)	4		
Mandatory:			
66.10 Contract authority	5,017	5,398	5,781
66.62 Transferred from other accounts	1,291		
66.90 Contract authority (total mandatory)	6,308	5,398	5,781
70.00 Total new budget authority (gross)	6,312	5,398	5,781
Change in obligated balances:			
73.10 Total new obligations	6,301	5,398	5,781
73.20 Total outlays (gross)	-6,301	-5,398	-5,781
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,301	5,398	5,781
Net budget authority and outlays:			
89.00 Budget authority	6,312	5,398	5,781
90.00 Outlays	6,301	5,398	5,781

Status of Contract Authority (in millions of dollars)

Identification code 69-8350-0-7-401	2001 actual	2002 est.	2003 est.
0100 Balance, start of year	18	29	29
Contract authority:			
0200 Contract authority	6,308	5,398	5,781
0400 Appropriation to liquidate contract authority	-6,308	-5,398	-5,781
0700 Balance, end of year	29	29	29
0705 Surplus liquidating cash, end of year (memo entry)	320	320	320

For 2003, this account tracks the portion of funds for each of FTA's programs derived from the Mass Transit Account of the Highway Trust Fund.

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

[In millions of dollars]

	2001 actual	2002 est.	2003 est.
Unexpended balance, start of year	8,547	7,368	6,120
Cash income during the year, Governmental receipts:			
Motor fuel taxes	4,553	4,864	4,978
Total annual income	4,553	4,864	4,978
Cash outlays during the year:			
Discretionary grants/Major capital investments (liquidation of contract authorization)	722	714	386
Trust fund share of transit programs	5,010	5,398	5,781
Total annual outlays	5,732	6,112	6,167
Unexpended balance, end of year	7,368	6,120	4,931

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Public enterprise funds:

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Operations and maintenance	12	13	14
00.02 Replacement and improvements	2	1	1
10.00 Total new obligations	15	15	16
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	13	14	14
22.00 New budget authority (gross)	15	15	16
23.90 Total budgetary resources available for obligation	29	29	30
23.95 Total new obligations	-15	-15	-16
24.40 Unobligated balance carried forward, end of year	14	14	14
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	15	15	16
Change in obligated balances:			
72.40 Obligated balance, start of year	3	3	3
73.10 Total new obligations	15	15	16
73.20 Total outlays (gross)	-15	-15	-16
74.40 Obligated balance, end of year	3	3	3
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	15	15	16
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-14	-14	-15
88.40 Non-Federal sources	-1	-1	-1
88.90 Total, offsetting collections (cash)	-15	-15	-16
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
90.00 Outlays	-1		

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly owned Government Corporation responsible for the operation, maintenance and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie. Major priorities are to control Seaway Corporation costs and to encourage increased use of the Seaway system.

Appropriations from the Harbor maintenance trust fund and revenues from non-Federal sources are intended to finance the operations and maintenance portion of the Seaway for which the Corporation is responsible.

Statement of Operations (in millions of dollars)

Identification code 69-4089-0-3-403	2000 actual	2001 actual	2002 est.	2003 est.
0101 Revenue	12	13	13	14
0102 Expense	-11	-13	-13	-14
0105 Net income or loss (-)	1			

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	1	2	2	2
Other Federal assets:				
1801 Cash and other monetary assets	13	13	13	13
1803 Property, plant and equipment, net	84	83	83	83
1901 Other assets	2	2	2	2
1999 Total assets	100	100	100	100
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	2	2	2	2
2999 Total liabilities	4	4	4	4
NET POSITION:				
3300 Cumulative results of operations	96	96	96	96
3999 Total net position	96	96	96	96
4999 Total liabilities and net position	100	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	9	9
12.1 Civilian personnel benefits	3	3	3
26.0 Supplies and materials	1	1	1
32.0 Land and structures	1	1	1
99.0 Direct obligations	13	14	14
99.5 Below reporting threshold	2	1	2
99.9 Total new obligations	15	15	16

Personnel Summary

Identification code 69-4089-0-3-403	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	148	157	157

Trust Funds

OPERATIONS AND MAINTENANCE
(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, **[\$13,345,000] \$14,788,300**, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.3)	14	14	15
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	14	14	15
23.95 Total new obligations	-14	-14	-15
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	14	14	15
Change in obligated balances:			
73.10 Total new obligations	14	14	15
73.20 Total outlays (gross)	-14	-14	-15
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	14	14	15
Net budget authority and outlays:			
89.00 Budget authority	14	14	15
90.00 Outlays	14	14	15

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	13	13	14
90.00 Outlays	13	13	14

The Water Resources Development Act of 1986 authorizes use of the Harbor maintenance trust fund as the major source of funding for the Corporation's operations and maintenance activities.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The following table depicts funding for all the Research and Special Programs Administration programs.

	[In millions of dollars]		
	2001 actual	2002 est.	2003 est.
Budget authority:			
Research and special programs	37	41	46
Emergency preparedness grants	18	14	14
Pipeline safety	40	51	57
Trust fund share of pipeline safety	7	8	7
Pipeline safety, subtotal	47	59	65
Total budget authority	103	114	125
Program level (obligations):			
Research and special programs	38	41	46
Emergency preparedness grants	13	14	14
Pipeline safety	45	58	57
Trust fund share of pipeline safety	7	9	7
Pipeline safety, subtotal	51	66	65
Volpe transportation systems center (reimbursable)	223	235	241
Total program level, net	324	357	366

	2001 actual	2002 est.	2003 est.
Outlays:			
Research and special programs	63	46	44
Emergency preparedness grants	11	16	14
Pipeline safety	22	55	52
Trust fund share of pipeline safety	7	5	8
Total outlays	102	122	118

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, **[\$37,279,000] \$45,694,000**, of which \$645,000 shall be derived from the Pipeline Safety Fund, and of which **[\$2,170,000] \$3,342,000** shall remain available until September 30, **[2004] 2005: Provided**, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

[For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States, for "Research and Special Programs," \$2,500,000, to remain available until expended, to be obligated from amounts made available in Public Law 107-38.] (Emergency Supplemental Act, 2002.)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	20	23	24
00.03 Emergency transportation	2	5	2
00.04 Research and technology	4	3	3
00.05 Program and administrative support	12	11	16
01.00 Subtotal direct program	38	40	45
09.01 Reimbursable program	50	55	55
10.00 Total new obligations	87	96	100
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
22.00 New budget authority (gross)	87	95	100
23.90 Total budgetary resources available for obligation	88	96	100
23.95 Total new obligations	-87	-96	-100
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	37	39	45
40.20 Appropriation (special fund)	1	1	1
43.00 Appropriation (total discretionary)	38	40	46
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	18	55	55
68.10 Change in uncollected customer payments from Federal sources (unexpired)	32		
68.90 Spending authority from offsetting collections (total discretionary)	50	55	55
70.00 Total new budget authority (gross)	87	95	100
Change in obligated balances:			
72.40 Obligated balance, start of year	42	17	13
73.10 Total new obligations	87	96	100
73.20 Total outlays (gross)	-79	-100	-99
73.40 Adjustments in expired accounts (net)	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-32		

74.10 Change in uncollected customer payments from Federal sources (expired)	-1		
74.40 Obligated balance, end of year	17	13	14

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	35	82	87
86.93 Outlays from discretionary balances	44	17	13
87.00 Total outlays (gross)	79	100	99

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-17	-55	-55
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-32		
88.96 Portion of offsetting collections (cash) credited to expired accounts	-1		

Net budget authority and outlays:

89.00 Budget authority	37	40	45
90.00 Outlays	62	45	44

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	36	39	44
90.00 Outlays	61	44	43

Note.—Includes \$5 million in budget authority for natural gas infrastructure activities previously financed from Department of Energy, Fossil energy research and development. Comparable amounts for 2001 (\$10 million) and 2002 (\$10 million) are included in that account.

The Research and Special Programs Administration provides vital services to advance safety in hazardous materials transportation, protect the environment, foster innovation in transportation by supporting scientific and technological research, and minimize the consequences of natural and man-made disasters affecting transportation in American communities. In 2003, resources are requested for hazardous materials safety, emergency transportation, research and technology, and program support. The 2003 Budget proposes to increase hazardous materials registration fees to finance hazardous materials safety activities previously financed by general fund appropriations to this account. This proposal is described in the following section.

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	14	16	18
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	15	17	19
12.1 Civilian personnel benefits	4	5	5
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	1		
25.1 Advisory and assistance services		5	6
25.2 Other services		1	2
25.3 Other purchases of goods and services from Government accounts	14	3	3
25.5 Research and development contracts		5	5
25.7 Operation and maintenance of equipment		1	1
31.0 Equipment	1		1
99.0 Direct obligations	38	41	45
99.0 Reimbursable obligations	48	55	55
99.5 Below reporting threshold	1		
99.9 Total new obligations	87	96	100

Personnel Summary

Identification code 69-0104-0-1-407	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	197	200	215
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	55	58	59

RESEARCH AND SPECIAL PROGRAMS
(Legislative proposal, not subject to PAYGO)

Note.—See section 330 of the General Provisions for the proposed appropriations language.

Program and Financing (in millions of dollars)

Identification code 69-0104-2-1-407	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-6
Appropriation (special fund):			
40.20 Appropriation (Pipeline safety)			
40.20 Appropriation (Hazardous materials fund)			6
43.00 Appropriation (total discretionary)			
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The hazardous materials safety program, with proposed funding of \$6 million in 2003, is presently financed entirely by general fund appropriations. Beginning in 2003, however, the budget proposes to finance \$6 million of this program with hazardous materials registration fees.

PIPELINE SAFETY
(PIPELINE SAFETY FUND)
(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$58,250,000] \$64,510,000**, of which **[\$7,864,000] \$7,472,000** shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2004] 2005**; of which **[\$50,386,000] \$56,385,000** shall be derived from the Pipeline Safety Fund, of which **[\$30,828,000] \$26,823,000** shall remain available until September 30, **[2004] 2005**. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year	16	14	14
Receipts:			
02.60 Pipeline safety user fees	37	51	58
02.80 Pipeline safety, offsetting collections	7	9	8
02.99 Total receipts and collections	44	60	66
04.00 Total: Balances and collections	60	74	80
Appropriations:			
05.00 Research and special programs	-1	-1	-1
05.01 Pipeline safety	-46	-59	-65
05.99 Total appropriations	-47	-60	-66
06.10 Unobligated balance returned to receipts	1		
07.99 Balance, end of year	14	14	14

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	24	35	36
00.02 Research and development	2	8	10
00.03 Grants	18	24	19
10.00 Total new obligations	45	67	65
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	7	
22.00 New budget authority (gross)	47	60	65
23.90 Total budgetary resources available for obligation	51	67	65
23.95 Total new obligations	-45	-67	-65
24.40 Unobligated balance carried forward, end of year	7		
New budget authority (gross), detail:			
Discretionary:			
40.20 Appropriation (special fund)	40	51	57
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	7	9	8
70.00 Total new budget authority (gross)	48	60	65
Change in obligated balances:			
72.40 Obligated balance, start of year	17	31	33
73.10 Total new obligations	45	67	65
73.20 Total outlays (gross)	-30	-65	-60
73.40 Adjustments in expired accounts (net)	-1		
74.40 Obligated balance, end of year	31	33	38
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	14	35	36
86.93 Outlays from discretionary balances	16	30	24
87.00 Total outlays (gross)	30	65	60
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-7	-9	-8
Net budget authority and outlays:			
89.00 Budget authority	40	51	57
90.00 Outlays	22	56	52

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	39	50	56
90.00 Outlays	21	55	51

The Research and Special Programs Administration (RSPA) is responsible for the Department's pipeline safety program. RSPA oversees the safety, security and environmental protection of pipelines through analysis of data, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for State pipeline safety programs, grants for one-call activities and emergency planning and response to accidents. Consistent with the Administration's goal to reduce unnecessary program duplication in the Federal Government, the Budget proposes to consolidate into the Department's pipeline safety research program similar activities previously funded in the Department of Energy.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	9	11
12.1 Civilian personnel benefits	3	4	4
21.0 Travel and transportation	2	1	2
23.1 Rental payments to GSA	1	1	1

General and special funds—Continued

PIPELINE SAFETY—Continued

(PIPELINE SAFETY FUND)—Continued

(OIL SPILL LIABILITY TRUST FUND)—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-5172-0-2-407	2001 actual	2002 est.	2003 est.
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	14	14	15
25.2 Other services	11	7	5
25.3 Other purchases of goods and services from Government accounts		4	4
25.5 Research and development contracts		3	2
41.0 Grants, subsidies, and contributions	18	21	19
99.0 Direct obligations	44	65	64
99.5 Below reporting threshold	1	2	1
99.9 Total new obligations	45	67	65

Personnel Summary

Identification code 69-5172-0-2-407	2001 actual	2002 est.	2003 est.
1001 Total compensable workyears: Full-time equivalent employment	96	122	143

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2004] 2005: *Provided*, That not more than \$14,300,000 shall be made available for obligation in fiscal year [2002] 2003 from amounts made available by 49 U.S.C. 5116(i), 5127(c) and 5127(d): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5127(c) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Department of Transportation and Related Agencies Appropriations Act, 2002.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	2001 actual	2002 est.	2003 est.
01.99 Balance, start of year			
Receipts:			
02.20 Emergency preparedness, hazardous materials	18	14	20
Appropriations:			
05.00 Emergency preparedness grants	-18	-13	-14
05.00 Research and special programs			-6
05.99 Total appropriations	-18	-13	-20
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Grants	12	13	13
00.02 Emergency response guidebook	1	1	1
10.00 Total new obligations	13	14	14
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	20	20
22.00 New budget authority (gross)	18	13	14
23.90 Total budgetary resources available for obligation	32	33	34
23.95 Total new obligations	-13	-14	-14
24.40 Unobligated balance carried forward, end of year	20	20	20
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	18	14	14

60.28 Appropriation (unavailable balances)	19	19	20
60.45 Portion precluded from obligation	-19	-20	-20
62.50 Appropriation (total mandatory)	18	14	14

Change in obligated balances:

72.40 Obligated balance, start of year	19	21	20
73.10 Total new obligations	13	14	14
73.20 Total outlays (gross)	-11	-16	-14
74.40 Obligated balance, end of year	21	20	20

Outlays (gross), detail:

86.97 Outlays from new mandatory authority	1	1	1
86.98 Outlays from mandatory balances	10	15	14
87.00 Total outlays (gross)	11	16	14

Net budget authority and outlays:

89.00 Budget authority	18	14	14
90.00 Outlays	11	16	14

Federal hazardous materials law (49 U.S.C. 5101 et seq.), established a national registration program for shippers and carriers of hazardous materials. In 2000, RSPA set annual fees at \$300 for small businesses and \$2,000 for large businesses. These fees finance emergency preparedness planning and training grants, development of a training curriculum for emergency responders, and technical assistance to States, political subdivisions, and Indian tribes. In 2003, obligations are proposed to be limited to \$14 million.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	2001 actual	2002 est.	2003 est.
41.0 Grants, subsidies, and contributions	12	13	13
92.0 Undistributed	1	1	1
99.9 Total new obligations	13	14	14

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations	223	235	241
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	154	158	158
22.00 New budget authority (gross)	223	235	241
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	380	393	399
23.95 Total new obligations	-223	-235	-241
24.40 Unobligated balance carried forward, end of year	158	158	158

New budget authority (gross), detail:

Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	227	235	241
68.10 Change in uncollected customer payments from Federal sources (unexpired)	-4		
68.90 Spending authority from offsetting collections (total discretionary)	223	235	241

Change in obligated balances:

72.40 Obligated balance, start of year	-93	-96	-96
73.10 Total new obligations	223	235	241
73.20 Total outlays (gross)	-227	-235	-241
73.45 Recoveries of prior year obligations	-3		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	4		
74.40 Obligated balance, end of year	-96	-96	-96

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	212	235	241
86.93	Outlays from discretionary balances	15		
87.00	Total outlays (gross)	227	235	241
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-225	-234	-240
88.40	Non-Federal sources	-2	-1	-1
88.90	Total, offsetting collections (cash)	-227	-235	-241
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	4		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe National Transportation Systems Center (VNTSC) in Cambridge, MA. The fund is financed through negotiated agreements with the Office of the Secretary, Departmental operating administrations, and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at VNTSC.

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	2001 actual	2002 est.	2003 est.	
Personnel compensation:				
11.1	Full-time permanent	36	39	42
11.3	Other than full-time permanent	3	3	3
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	40	43	46
12.1	Civilian personnel benefits	12	12	12
21.0	Travel and transportation of persons	3	3	4
23.3	Communications, utilities, and miscellaneous charges	4	4	4
25.2	Other services	51	52	53
25.3	Other purchases of goods and services from Govern- ment accounts	6	6	6
25.4	Operation and maintenance of facilities	3	4	4
25.5	Research and development contracts	91	97	98
26.0	Supplies and materials	1	1	1
31.0	Equipment	11	12	12
32.0	Land and structures	1	1	1
99.9	Total new obligations	223	235	241

Personnel Summary

Identification code 69-4522-0-4-407	2001 actual	2002 est.	2003 est.	
2001	Total compensable workyears: Full-time equivalent employment	528	550	550

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
10.00	Total new obligations (object class 92.0)	7	9	7
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year		1	
22.00	New budget authority (gross)	7	8	7
23.90	Total budgetary resources available for obligation	8	9	7
23.95	Total new obligations	-7	-9	-7
24.40	Unobligated balance carried forward, end of year	1		

New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	7	8	7
Change in obligated balances:				
72.40	Obligated balance, start of year	1	1	5
73.10	Total new obligations	7	9	7
73.20	Total outlays (gross)	-7	-5	-8
74.40	Obligated balance, end of year	1	5	5
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	7	4	3
86.93	Outlays from discretionary balances		1	4
87.00	Total outlays (gross)	7	5	8
Net budget authority and outlays:				
89.00	Budget authority	7	8	7
90.00	Outlays	7	5	8

The Oil Pollution Act of 1990 requires the preparation of oil spill response plans by pipeline operators to minimize the environmental impact of oil spills and to improve public and private sector response capabilities. The Research and Special Programs Administration (RSPA) is responsible for the review, approval and testing of these plans, and for ensuring that the public and the environment are provided with an adequate level of protection from such spills. RSPA does this through data analysis, spill monitoring, pipeline mapping, environmental indexing, and advanced technologies to detect and prevent leaks.

OFFICE OF INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$50,614,000] \$59,953,000: Provided,** That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further,* That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso. (*Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

For emergency expenses to respond to the September 11, 2001, terrorist attacks on the United States and for other safety and security related audit and monitoring responsibilities, for "Salaries and Expenses", \$1,300,000, to remain available until September 30, 2003, to be obligated from amounts made available in Public Law 107-38. (*Emergency Supplemental Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2001 actual	2002 est.	2003 est.	
Obligations by program activity:				
01.01	General administration	51	54	60
09.01	Reimbursable program	4	8	8
10.00	Total new obligations	55	62	68
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	55	62	68
23.95	Total new obligations	-55	-62	-68
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	50	54	60

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0130-0-1-407	2001 actual	2002 est.	2003 est.
42.00 Transferred from other accounts	1		
43.00 Appropriation (total discretionary)	51	54	60
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	8	8
70.00 Total new budget authority (gross)	55	62	68

Change in obligated balances:

72.40 Obligated balance, start of year	3	6	5
73.10 Total new obligations	55	62	68
73.20 Total outlays (gross)	-53	-62	-67
74.40 Obligated balance, end of year	6	5	6

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	50	57	62
86.93 Outlays from discretionary balances	3	6	5
87.00 Total outlays (gross)	53	62	67

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-8	-8

Net budget authority and outlays:

89.00 Budget authority	51	54	60
90.00 Outlays	48	54	59

Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.
89.00 Budget authority	49	52	57
90.00 Outlays	46	52	56

This appropriation finances the cost of conducting and supervising audits and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud, waste, and abuse in such programs and operations. In addition, reimbursable funding will be received from the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Transportation Safety Board.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	27	28	29
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	2
11.9 Total personnel compensation	29	30	32
12.1 Civilian personnel benefits	10	12	14
21.0 Travel and transportation of persons	3	3	3
23.1 Rental payments to GSA	3	3	3
25.1 Advisory and assistance services	1	2	3
25.2 Other services	2	2	3
25.3 Other purchases of goods and services from Government accounts	2	2	2
31.0 Equipment	1		
99.0 Direct obligations	51	54	60
99.0 Reimbursable obligations	4	8	8
99.9 Total new obligations	55	62	68

Personnel Summary

Identification code 69-0130-0-1-407	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	410	392	409
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	40	63	61

SURFACE TRANSPORTATION BOARD

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$18,457,000] \$20,651,300: Provided,** That notwithstanding any other provision of law, not to exceed **[\$950,000] \$1,000,000** from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further,* That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year **[2002] 2003**, to result in a final appropriation from the general fund estimated at no more than **[\$17,507,000] \$19,651,300.** (Department of Transportation and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers	16	16	17
00.02 Other surface transportation carriers	2	2	2
01.00 Total direct obligations	18	18	19
09.12 Reimbursable rail carriers	1	1	1
10.00 Total new obligations	19	19	20
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1
22.00 New budget authority (gross)	19	20	20
23.90 Total budgetary resources available for obligation	20	21	21
23.95 Total new obligations	-19	-19	-20
24.40 Unobligated balance carried forward, end of year	1	1	1

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	18	19	19
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00 Total new budget authority (gross)	19	20	20

Change in obligated balances:

72.40 Obligated balance, start of year	3	5	2
73.10 Total new obligations	19	19	20
73.20 Total outlays (gross)	-16	-22	-20
73.40 Adjustments in expired accounts (net)	-1		
74.40 Obligated balance, end of year	5	2	2

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	15	17	18
86.93 Outlays from discretionary balances	1	5	2
87.00 Total outlays (gross)	16	22	20

Offsets:

Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1

Net budget authority and outlays:

89.00 Budget authority	18	19	19
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90.00	Outlays	16	21	19
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Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)

	2001 actual	2002 est.	2003 est.	
Net budget authority and outlays:				
89.00	Budget authority	17	18	18
90.00	Outlays	15	20	18

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers, and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis and policy development associated with these activities. Staff ensure compliance with railroad regulations in order to protect the public interest.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household good carriers, and collectively determined motor rates.

2003 Program Request.—Over \$19 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to OMB.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 2003 appropriation request of \$18.450 million and a request for \$1.0 million from reimbursements from the offsetting collection of user fees. This funding request supports the required staffing, which mirrors the Board's 2002 budgetary authority granted to date, and is necessary for continued expeditious processing of the Board's caseload. The appropriation request included \$18.457 million, the current level of funding provided by the 2002 Department of Transportation Appropriations Act, plus \$0.993 million for annual pay and non-pay adjustments. In addition, \$0.009 million is added to the Board's request to fund the administrative surcharge to pay to the Department of Labor for Federal Employee's Compensation benefits. The \$1.0 million request from the offsetting collection of user fees is commensurate with the Board's projection for fee-related activities. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. In light of Congressional action on the enacted FY 2002 appropriation act, the FY 2003 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by the ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments and other restructuring proposals; and the resolution of non-rail matters."

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	2001 actual	2002 est.	2003 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	11	12	13
12.1	Civilian personnel benefits	3	3	3
23.1	Rental payments to GSA	2	2	2
25.2	Other services	1		
25.3	Other purchases of goods and services from Government accounts	1	1	1
99.0	Direct obligations	18	18	19
99.0	Reimbursable obligations	1	1	1
99.9	Total new obligations	19	19	20

Personnel Summary

Identification code 69-0301-0-1-401	2001 actual	2002 est.	2003 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	126	134	136
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	9	9	9

BUREAU OF TRANSPORTATION STATISTICS

The Bureau's (BTS) mission is to develop transportation data and information of high quality, and to advance their use in both public and private decision making.

BTS collects, compiles, analyzes, and disseminates transportation statistics and maintains the National Transportation Library and the National transportation atlas database. It collects financial and operating statistics from airlines and motor carriers, and a variety of data on personal travel and freight transportation through national surveys. BTS is also coordinating the Safety data action plan, a series of projects to improve the accuracy, timeliness, and comparability of safety data across the Department of Transportation, and to increase understanding of accident causation.

In response to the September 11 terrorist attacks, BTS data was used to distribute assistance payments to affected airlines. BTS also produced maps for contingency planning, surveyed households about their transportation security concerns, analyzed the economic impact of the attacks on the transportation industry, and fielded thousands of e-mail and telephone information requests for DOT.

In 2003, \$36 million is proposed for the BTS. Of this total, \$32 million is derived from the Highway trust fund and \$4 million—for the Office of Airline Information—from the Airport and airways trust fund.

OFFICE OF AIRLINE INFORMATION
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Office of Airline Information under chapter 111 of title 49, United States Code, \$4,131,000, to be derived from the Airport and Airway Trust Fund as authorized by section 103(b) of P.L. 106-181. (Additional authorizing legislation required.)

Program and Financing (in millions of dollars)

Identification code 69-8091-0-7-402	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00	Total new obligations		4
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		4
23.95	Total new obligations		-4

OFFICE OF AIRLINE INFORMATION—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8091-0-7-402	2001 actual	2002 est.	2003 est.
New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund)		4
Change in obligated balances:			
73.10	Total new obligations		4
73.20	Total outlays (gross)		-4
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority		4
Net budget authority and outlays:			
89.00	Budget authority		4
90.00	Outlays		4

The Office of Airline Information (OAI) is part of the Bureau of Transportation Statistics (BTS). OAI is currently funded along with the rest of BTS out of the Federal-aid highways program. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) provides the authority to fund this office through the Airport and airways trust fund instead of through Federal-aid highways. The Administration proposes to utilize this authority starting in 2003.

OAI collects and publishes on-time data for airlines (monthly data that are used widely in marketing airline performance), as well as more extensive operating data for both foreign and domestic airlines. It also collects detailed financial statistics for domestic airlines, and various statistics on service quality. The data reporting is mandated by law.

OAI data is used by the Secretary of Transportation to analyze airline competition, negotiate international agreements, set international and intra-Alaska mail rates, determine community eligibility for essential air service subsidies, evaluate air carrier fitness, and conduct policy analyses. In 2001, it was used to distribute airline assistance funds in the wake of the September 11 terrorist attacks.

FAA uses OAI data to help allocate airline safety inspection resources, analyze traffic levels to plan control tower staffing requirements, allocate grant funding through its Airport improvement program (AIP), forecast traffic, analyze airport capacity and noise abatement policies, and monitor flight delays.

OAI data is also used by other agencies to estimate the Gross Domestic Product, prepare producer and consumer price indexes, measure labor productivity, assist with antitrust investigations, and administer the collection of USDA and Customs fees.

Object Classification (in millions of dollars)

Identification code 69-8091-0-7-402	2001 actual	2002 est.	2003 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent		2
25.1	Advisory and assistance services		1
99.0	Direct obligations		3
99.5	Below reporting threshold		1
99.9	Total new obligations		4

Personnel Summary

Identification code 69-8091-0-7-402	2001 actual	2002 est.	2003 est.
1001	Total compensable workyears: Full-time equivalent employment		23

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs authorized by the Merchant Marine Act, 1936, as amended, and other related acts, to promote a strong U.S. Merchant Marine. Emphasis is placed on increasing the competitiveness and productivity of the U.S. maritime industries as well as ensuring adequate seafaring manpower for peacetime and national emergencies. Programs include: administering the Maritime Guaranteed Loan (Title XI) portfolio; reimbursing the Commodity Credit Corporation for the expanded cargo preference requirement in the Food Security Act of 1985; preserving and maintaining merchant ships retained in the National Defense Reserve Fleet including the Ready Reserve Force; emergency planning and coordination; promoting port and intermodal development; and conducting Federal technology assessment projects.

The following table shows the funding for the Maritime Administration programs:

	[In millions of dollars]		
Budget authority:	2001 actual	2002 est.	2003 est.
Ship construction		-4	
Operations and training	89	92	98
Maritime security program (054)	99	99	99
Ocean freight differential	254	48	45
Maritime guaranteed loan program (Title XI) (403)	26	37	4
Federal ship financing fund			
Subsidy re-estimate	21	213	
Ship disposal			11
Total budget authority	495	591	296
Direct obligations:			
Operations and training	92	92	98
Maritime security program (054)	98	99	99
Ocean freight differential	162	48	45
Ready reserve force ¹	6		
Federal ship financing fund	2	2	2
War risk insurance revolving fund		1	1
Maritime guaranteed loan program (Title XI) (403)	37	44	4
Subsidy re-estimate	21	213	
Ship disposal			11
Obligations, total direct	416	496	255
Outlays:			
Operations and training	87	99	97
Operating-differential subsidies	8	18	19
Maritime security program (054)	99	99	99
Ocean freight differential	28	182	45
Ready reserve force ¹	4	4	4
Vessel operations revolving fund	13	-37	-43
War risk insurance revolving fund	-1	-1	-1
Federal ship financing fund	-3		
Maritime guaranteed loan program (Title XI) (403)	24	74	25
Subsidy re-estimate	21	213	
Ship construction	-2		
Ship disposal			6
Total outlays	275	670	226

¹ Appropriated directly to MARAD prior to 1996.

Federal Funds

General and special funds:

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$89,054,000] \$97,221,143**, of which \$13,000,000 shall remain available until expended for capital improvements at the United States Merchant Marine Academy. (*Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2002; additional authorizing legislation required.*)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	49	49	52
00.02 State marine schools	7	7	7
00.03 MARAD operations	36	35	38
01.00 Subtotal, Direct program	92	91	97
09.01 Reimbursable program	38	52	52
10.00 Total new obligations	130	143	149
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	4	4
22.00 New budget authority (gross)	142	143	149
23.90 Total budgetary resources available for obligation	143	147	153
23.95 Total new obligations	-130	-143	-149
23.98 Unobligated balance expiring or withdrawn	-8		
24.40 Unobligated balance carried forward, end of year	4	4	4
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	89	91	97
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	38	52	52
68.10 Change in uncollected customer payments from Federal sources (unexpired)	15		
68.90 Spending authority from offsetting collections (total discretionary)	53	52	52
70.00 Total new budget authority (gross)	142	143	149
Change in obligated balances:			
72.40 Obligated balance, start of year	34	25	18
73.10 Total new obligations	130	143	149
73.20 Total outlays (gross)	-124	-151	-149
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-15		
74.40 Obligated balance, end of year	25	18	18
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	113	130	135
86.93 Outlays from discretionary balances	11	21	13
87.00 Total outlays (gross)	124	151	149
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force/National Defense Reserve Fleet	-27	-33	-33
88.00 Merchant Marine Academy	-1	-1	-2
88.00 Title XI administrative expenses	-3	-4	-4
88.00 Marine Board research program and others	-7	-14	-13
88.90 Total, offsetting collections (cash)	-38	-52	-52
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-15		
Net budget authority and outlays:			
89.00 Budget authority	89	91	97
90.00 Outlays	87	99	97
Budget Authority and Outlays Excluding Full Funding for Federal Retiree Costs (in millions of dollars)			
	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority	87	89	93
90.00 Outlays	85	97	93

This appropriation finances costs incurred by headquarters and region staffs in the administration and direction of Maritime Administration programs; the total cost of officer training at the U.S. Merchant Marine Academy as well as Federal financial support to six state maritime academies; planning

for coordination of U.S. maritime industry activities under emergency conditions; activities promoting port and intermodal development; activities under the American Fisheries Act; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations.

Within the total Operations and training budget request of \$97 million, the U.S. Merchant Marine Academy will use \$13 million, primarily to accelerate its major design and construction project awards, as indicated in its ten-year capital improvement plan.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	2001 actual	2002 est.	2003 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	32	34	35
11.3 Other than full-time permanent	4	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	37	38	39
12.1 Civilian personnel benefits	10	10	13
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	3	3
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	19	16	16
25.3 Other purchases of goods and services from Government accounts	5	5	6
25.4 Operation and maintenance of facilities	8	8	9
26.0 Supplies and materials	4	4	4
31.0 Equipment	2	2	2
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Direct obligations	92	91	97
99.0 Reimbursable obligations	38	52	52
99.9 Total new obligations	130	143	149

Personnel Summary

Identification code 69-1750-0-1-403	2001 actual	2002 est.	2003 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	460	475	484
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	399	470	470

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, \$11,161,386, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Ship disposal			11
10.00 Total new obligations (object class 25.2)			11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			11
23.95 Total new obligations			-11
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			11
Change in obligated balances:			
73.10 Total new obligations			11
73.20 Total outlays (gross)			-6
74.40 Obligated balance, end of year			5
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			6

General and special funds—Continued

SHIP DISPOSAL—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1768-0-1-403	2001 actual	2002 est.	2003 est.
Net budget authority and outlays:			
89.00 Budget authority			11
90.00 Outlays			6

The Ship disposal program provides resources to dispose of obsolete merchant-type vessels in the National defense reserve fleet (NDRF), which the Maritime Administration is required by law to dispose of by the end of 2006. There is a backlog of 139 ships awaiting disposal as of December 2001. These vessels, many of which are 50 years in age, pose significant environmental threat due to the presence of hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs).

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, \$98,700,000, to remain available until expended. (*Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	98	99	99
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		1	
22.00 New budget authority (gross)	99	99	99
23.90 Total budgetary resources available for obligation	99	100	99
23.95 Total new obligations	-98	-99	-99
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	99	99	99
Change in obligated balances:			
72.40 Obligated balance, start of year	8	8	8
73.10 Total new obligations	98	99	99
73.20 Total outlays (gross)	-98	-99	-99
74.40 Obligated balance, end of year	8	8	8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	92	92	92
86.93 Outlays from discretionary balances	7	9	7
87.00 Total outlays (gross)	98	99	99
Net budget authority and outlays:			
89.00 Budget authority	99	99	99
90.00 Outlays	98	99	99

The Maritime Security Program provides resources to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S.-flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency.

SHIP CONSTRUCTION

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	2	4	2
22.00 New budget authority (gross)		-4	
23.90 Total budgetary resources available for obligation	2		2
24.40 Unobligated balance carried forward, end of year	4	2	4
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded		-4	
Net budget authority and outlays:			
89.00 Budget authority		-4	
90.00 Outlays	-2		

The Ship Construction account is currently inactive except for determinations regarding the use of vessels built under the program, final settlement of open contracts, and closing of financial accounts.

OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	2001 actual	2002 est.	2003 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	125	125	125
24.40 Unobligated balance carried forward, end of year	125	125	125
Change in obligated balances:			
72.40 Obligated balance, start of year	45	37	19
73.20 Total outlays (gross)	-8	-18	-19
74.40 Obligated balance, end of year	37	19	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	8	18	19
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	8	18	19

The Operating-Differential Subsidies (ODS) account helps to maintain a U.S.-flag merchant fleet to serve both the commercial and national security needs of the U.S. by providing operating subsidies to U.S.-flag ship operators to offset certain differences between U.S. and foreign operating costs. Appropriations are provided to liquidate contract authority. This program has been replaced by the Maritime Security Program. Existing liquidating cash on hand is expected to be sufficient to honor existing contracts. No new ODS contracts will be entered into and no existing contracts will be modified.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Ocean freight differential	162	48	45
10.00 Total new obligations (object class 22.0)	162	48	45
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	52	113	
22.00 New budget authority (gross)	254	48	45
22.40 Capital transfer to general fund		-39	
22.60 Portion applied to repay debt	-21	-73	
22.70 Balance of authority to borrow withdrawn	-11		

23.90	Total budgetary resources available for obligation	274	49	45
23.95	Total new obligations	-162	-48	-45
24.40	Unobligated balance carried forward, end of year	113		

New budget authority (gross), detail:

Mandatory:				
60.00	Appropriation	80	109	45
60.47	Portion applied to repay debt	-7	-109	-45
62.50	Appropriation (total mandatory)	73		
67.10	Authority to borrow	181	48	45
70.00	Total new budget authority (gross)	254	48	45

Change in obligated balances:

72.40	Obligated balance, start of year		134	
73.10	Total new obligations	162	48	45
73.20	Total outlays (gross)	-28	-182	-45
74.40	Obligated balance, end of year		134	

Outlays (gross), detail:

86.97	Outlays from new mandatory authority	28	48	45
86.98	Outlays from mandatory balances		134	
87.00	Total outlays (gross)	28	182	45

Net budget authority and outlays:

89.00	Budget authority	254	48	45
90.00	Outlays	28	182	45

Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent. These reimbursements are funded through borrowings from the Treasury. In 2003, the Budget proposes to eliminate the Maritime Administration reimbursement to the Department of Agriculture for the ocean freight differential to clarify and streamline government spending. The Maritime Administration will continue to provide contract and regulatory oversight for this program. In 2003, funding for the ocean freight differential program will be funded through the Department of Agriculture in the international food aid program.

The Maritime Administration's ocean freight differential costs are one portion of the government's cargo preference program. The ocean transportation subsidy costs related to cargo preference for all relevant agencies are presented in the following schedule.

CARGO PREFERENCE PROGRAM COSTS

(In millions of dollars)

	2001 actual		2002 est.		2003 est.	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
AGENCY:						
Department of Agriculture	189.4	159.3	127.6	124.1	111.2	116.8
Department of Transportation—Maritime Administration	162	28	48	182	45	45
Department of Defense (1998 nos.)	350.3	350.3	350.2	350.2	354	354
Agency for International Development	3	3	3	3	3	3
Export-Import Bank of the U.S.	11.3	14.1	14.2	12.5	16.2	14.1
Department of State	1	1	1	1	1	1
Total	717	555.7	544	672.8	530.4	533.9

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.02 Maintenance and operations	6	4	4
10.00 Total new obligations (object class 25.2)	6	4	4
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	15	10	6
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	16	10	6
23.95 Total new obligations	-6	-4	-4
24.40 Unobligated balance carried forward, end of year	10	6	2
Change in obligated balances:			
72.40 Obligated balance, start of year	4	6	4
73.10 Total new obligations	6	4	4
73.20 Total outlays (gross)	-4	-4	-4
73.45 Recoveries of prior year obligations	-1		
74.40 Obligated balance, end of year	6	4	4
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	4	4	4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	4	4	4

Funding for the Ready Reserve Force (RRF) account is included in appropriations for the Department of Defense. Management of the RRF remains with MARAD. Reimbursements from the Department of Defense for the RRF account are reflected in MARAD's Vessel Operations Revolving Fund account. Obligations shown above are the spendout of funding appropriated directly to MARAD prior to 1996 for the RRF.

The RRF is comprised of Government-owned, U.S.-flag merchant ships laid up in the National Defense Reserve Fleet (NDRF). The RRF is maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency.

Public enterprise funds:

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations	374	394	351
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	22	68	
22.00 New budget authority (gross)	404	326	351
22.10 Resources available from recoveries of prior year obligations	16		
23.90 Total budgetary resources available for obligation	442	394	351
23.95 Total new obligations	-374	-394	-351
24.40 Unobligated balance carried forward, end of year	68		
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	354	326	351
68.10 Change in uncollected customer payments from Federal sources (unexpired)	50		
68.90 Spending authority from offsetting collections (total discretionary)	404	326	351
Change in obligated balances:			
72.40 Obligated balance, start of year	124	65	170
73.10 Total new obligations	374	394	351

Public enterprise funds—Continued

VESSEL OPERATIONS REVOLVING FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4303-0-3-403	2001 actual	2002 est.	2003 est.
73.20 Total outlays (gross)	-367	-289	-308
73.45 Recoveries of prior year obligations	-16		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-50		
74.40 Obligated balance, end of year	65	170	213
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	331	284	246
86.93 Outlays from discretionary balances	36	5	61
87.00 Total outlays (gross)	367	289	308
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force	-258	-225	-251
88.00 Activations and deactivations	-43	-48	-48
88.00 Afloat Prepositioning Force (APF) and Army Prepositioning Stock (APS)	-35	-31	-30
88.00 DOD exercises and other	-18	-22	-22
88.90 Total, offsetting collections (cash)	-354	-326	-351
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-50		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	13	-37	-43

The Maritime Administration is authorized to reactivate, operate, deactivate, and charter merchant vessels. These operations are financed through the Vessel Operations Revolving Fund with reimbursements from sponsoring agencies. In addition, the fund is available to finance the necessary expenses to protect, maintain, preserve, acquire, and use vessels involved in mortgage foreclosure or forfeiture proceedings instituted by the United States other than those financed by the Federal Ship Financing Fund or the Maritime Guaranteed Loan (Title XI) Financing Account; and to process advances received from Federal agencies. Also the acquisition and disposal of ships under the trade-in/scrap-out program is financed through this account.

Reimbursements from other Federal agencies also pay for various DOD/Navy-sponsored activities, such as the operation of activated RRF vessels, installation of sealift enhancement features and other special projects. The Vessel Operations Revolving Fund account includes DOD/Navy reimbursements for the RRF account. DOD/Navy funding for RRF provides for additional RRF vessels, RRF ship activations and deactivations, maintaining RRF ships in an advanced state of readiness, berthing costs, capital improvements at fleet sites, and other RRF support costs.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2001 actual	2002 est.	2003 est.
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	19	21	21
24.0 Printing and reproduction	2	2	2
25.2 Other services	315	330	287
26.0 Supplies and materials	33	36	36
31.0 Equipment	1	1	1
42.0 Insurance claims and indemnities	1	1	1
99.9 Total new obligations	374	394	351

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)		1	1
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	32	34	35
22.00 New budget authority (gross)	2	2	2
23.90 Total budgetary resources available for obligation	34	36	37
23.95 Total new obligations		-1	-1
24.40 Unobligated balance carried forward, end of year	34	35	36
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	2	2	2
Change in obligated balances:			
72.40 Obligated balance, start of year		-1	-1
73.10 Total new obligations		1	1
73.20 Total outlays (gross)		-1	-1
74.40 Obligated balance, end of year	-1	-1	-1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	2	2
86.93 Outlays from discretionary balances	-1	-1	-1
87.00 Total outlays (gross)		1	1
Offsets:			
Against gross budget authority and outlays:			
88.20 Offsetting collections (cash) from: Interest on Federal securities	-2	-2	-2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-1	-1	-1
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	28	31	35
92.02 Total investments, end of year: Federal securities: Par value	31	35	36

The Maritime Administration is authorized to insure against loss or damage from marine war risks until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and war risk cargo insurance standby program.

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.01 Operating expenses	2	2	2
10.00 Total new obligations (object class 25.2)	2	2	2
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		1	
22.00 New budget authority (gross)	3	2	2
22.40 Capital transfer to general fund		-1	
23.90 Total budgetary resources available for obligation	3	2	2
23.95 Total new obligations	-2	-2	-2
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	3	2	2

Change in obligated balances:				
73.10	Total new obligations	2	2	2
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Non-Federal sources:				
88.40	Insurance premiums and fees	-2	-1	-1
88.40	Repayment of loans	-1	-1	-1
88.90	Total, offsetting collections (cash)	-3	-2	-2
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-3	-2	-2

Status of Guaranteed Loans (in millions of dollars)				
Identification code 69-4301-0-3-403		2001 actual	2002 est.	2003 est.
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	248	182	122
2251	Repayments and prepayments	-66	-60	-55
2290	Outstanding, end of year	182	122	67
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	182	122	67
Addendum:				
Cumulative balance of defaulted guaranteed loans that result in loans receivable:				
2310	Outstanding, start of year	17		
2351	Repayments of loans receivable			
2361	Write-offs of loans receivable	-17		
2390	Outstanding, end of year			

The Merchant Marine Act of 1936, as amended, established the Federal Ship Financing Fund to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United States. No new commitments for loan guarantees are projected for the Federal Ship Financing Fund as this Fund is used only to underwrite guarantees made under the Title XI loan guarantee program prior to 1992.

Statement of Operations (in millions of dollars)					
Identification code 69-4301-0-3-403		2000 actual	2001 actual	2002 est.	2003 est.
0101	Revenue	3	2	2	2
0102	Expense	-3	-2	-2	-2
0105	Net income or loss (-)				

Balance Sheet (in millions of dollars)					
Identification code 69-4301-0-3-403		2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:					
1101	Federal assets: Fund balances with Treasury		1		
1206	Non-Federal assets: Receivables, net	5			
1803	Other Federal assets: Property, plant and equipment, net	1			
1999	Total assets	6	1		
LIABILITIES:					
2104	Federal liabilities: Resources payable to Treasury		1		
2201	Non-Federal liabilities: Accounts payable	6			
2999	Total liabilities	6	1		
NET POSITION:					
3300	Cumulative results of operations				
3999	Total net position				
4999	Total liabilities and net position	6	1		

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

[For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, \$30,000,000, to remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended.]

[In addition, for] *For* administrative expenses to carry out the guaranteed loan program, not to exceed [\$3,978,000] \$4,482,152, which shall be transferred to and merged with the appropriation for Operations and Training. (*Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2002.*)

Program and Financing (in millions of dollars)				
Identification code 69-1752-0-1-403		2001 actual	2002 est.	2003 est.
Obligations by program activity:				
00.02	Loan guarantee subsidy	33	40	
00.07	Reestimates of loan guarantee subsidy	16	193	
00.08	Interest on reestimates of loan guarantee subsidy	5	20	
00.09	Administrative expense	4	4	4
10.00	Total new obligations	58	257	4
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	18	7	
22.00	New budget authority (gross)	47	250	4
23.90	Total budgetary resources available for obligation	65	257	4
23.95	Total new obligations	-58	-257	-4
24.40	Unobligated balance carried forward, end of year	7		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	34	37	4
40.36	Unobligated balance rescinded	-8		
43.00	Appropriation (total discretionary)	26	37	4
Mandatory:				
60.00	Appropriation	21	213	
70.00	Total new budget authority (gross)	47	250	4
Change in obligated balances:				
72.40	Obligated balance, start of year	38	51	21
73.10	Total new obligations	58	257	4
73.20	Total outlays (gross)	-45	-287	-25
74.40	Obligated balance, end of year	51	21	
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	5	37	4
86.93	Outlays from discretionary balances	19	37	21
86.97	Outlays from new mandatory authority	21	213	
87.00	Total outlays (gross)	45	287	25
Net budget authority and outlays:				
89.00	Budget authority	47	250	4
90.00	Outlays	45	287	25

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)				
Identification code 69-1752-0-1-403		2001 actual	2002 est.	2003 est.
Guaranteed loan levels supportable by subsidy budget authority:				
215001	Risk category 1A			
215002	Risk category 1B			
215003	Risk category 1C			
215004	Risk category 2A	376	415	
215005	Risk category 2B	318	210	
215006	Risk category 2C	35	35	
215007	Risk category 3			
215901	Total loan guarantee levels	729	660	
Guaranteed loan subsidy (in percent):				
232001	Risk category 1A	0.00	1.77	0.00
232002	Risk category 1B	0.00	2.28	0.00
232003	Risk category 1C	0.00	2.77	0.00
232004	Risk category 2A	3.80	4.34	0.00
232005	Risk category 2B	5.54	5.91	0.00
232006	Risk category 2C	5.30	7.46	0.00
232007	Risk category 3	0.00	12.40	0.00

Credit accounts—Continued**MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT—
Continued****Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in
millions of dollars)—Continued**

Identification code 69-1752-0-1-403	2001 actual	2002 est.	2003 est.
232901 Weighted average subsidy rate	4.66	5.00	0.00
Guaranteed loan subsidy budget authority:			
233001 Risk category 1A			
233002 Risk category 1B			
233003 Risk category 1C			
233004 Risk category 2A	14	18	
233005 Risk category 2B	18	12	
233006 Risk category 2C	2	3	
233007 Risk category 3			
233901 Total subsidy budget authority	34	33	
Guaranteed loan subsidy outlays:			
234001 Risk category 1A			
234002 Risk category 1B			
234003 Risk category 1C			
234004 Risk category 2A	3	44	11
234005 Risk category 2B	17	14	7
234006 Risk category 2C	6	6	3
234007 Risk category 3			
234901 Total subsidy outlays	26	64	21
Guaranteed loan upward reestimate subsidy budget authority:			
235008 MARAD upward reestimate	21	213	
235901 Total upward reestimate budget authority	21	213	
Guaranteed loan upward reestimate subsidy outlays:			
236008 MARAD upward reestimate	21	213	
236901 Total upward reestimate subsidy outlays	21	213	
Guaranteed loan downward reestimate subsidy budget authority:			
237008 MARAD downward reestimate	-36	-12	
237901 Total downward reestimate subsidy budget authority	-36	-12	
Guaranteed loan downward reestimate subsidy outlays:			
238008 MARAD downward reestimate	-36	-12	
238901 Total downward reestimate subsidy outlays	-36	-12	
Administrative expense data:			
351001 Budget authority	4	4	4
359001 Outlays from new authority	4	4	4

This program provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards.

As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantee commitments made in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis, the administrative expenses are estimated on a cash basis.

Funds for administrative expenses for the Title XI program are appropriated to this account, then transferred by reimbursement to the Operations and Training account to be obligated and outlaid. The schedule above shows the post-transfer amounts for 2001. For 2002 and 2003, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

In an effort to reduce corporate subsidies, no new funds for loan guarantees are requested for 2003.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2001 actual	2002 est.	2003 est.
25.2 Other services	4	4	4
41.0 Grants, subsidies, and contributions	54	253	
99.9 Total new obligations	58	257	4

MARITIME GUARANTEED LOAN (TITLE XI) Financing Account**Program and Financing (in millions of dollars)**

Identification code 69-4304-0-3-999	2001 actual	2002 est.	2003 est.
Obligations by program activity:			
00.03 Defaults	80	402	15
Downward re-estimates:			
08.02 Downward re-estimates	31	9	
08.04 Interest on downward re-estimates	5	3	
08.91 Subtotal, downward re-estimates	36	12	
10.00 Total new obligations	116	414	15
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	268	265	363
22.00 New financing authority (gross)	114	512	101
23.90 Total budgetary resources available for obligation	382	777	464
23.95 Total new obligations	-116	-414	-15
24.40 Unobligated balance carried forward, end of year	265	363	449
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	7	179	
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	107	333	101
70.00 Total new financing authority (gross)	114	512	101
Change in obligated balances:			
72.40 Obligated balance, start of year	2	3	168
73.10 Total new obligations	116	414	15
73.20 Total financing disbursements (gross)	-116	-249	-5
74.40 Obligated balance, end of year	3	168	178
87.00 Total financing disbursements (gross)	116	249	5
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Program account	-26	-64	-21
88.00 Federal sources: Payments from program account—Upward reestimate	-21	-213	
88.25 Interest on uninvested funds	-16	-12	-10
Non-Federal sources:			
88.40 Loan Repayment	-19	-24	-50
88.40 Fees and other payments	-25	-20	-20
88.90 Total, offsetting collections (cash)	-107	-333	-101
Net financing authority and financing disbursements:			
89.00 Financing authority	7	179	
90.00 Financing disbursements	9	-84	-96

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2001 actual	2002 est.	2003 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders			
2131 Guaranteed loan commitments exempt from limitation	729	800	
2150 Total guaranteed loan commitments	729	800	
2199 Guaranteed amount of guaranteed loan commitments	729	800	
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	4,195	4,738	4,696
2231 Disbursements of new guaranteed loans	729	800	
2251 Repayments and prepayments	-110	-120	-130
Adjustments:			
2262 Terminations for default that result in acquisition of property	-76	-367	-94
2264 Other adjustments, net		-355	
2290 Outstanding, end of year	4,738	4,696	4,472
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	4,738	4,696	4,472

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees committed in 1992 and beyond (including modifications of loan guarantees that resulted from commitments in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999	2000 actual	2001 actual	2002 est.	2003 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	457	267	100	130
Investments in US securities:				
1106 Receivables, net	6	132	509	450
1999 Total assets	463	399	609	580
LIABILITIES:				
2101 Federal liabilities: Accounts payable	195	6	100	50
2204 Non-Federal liabilities: Liabilities for loan guarantees	268	393	509	530
2999 Total liabilities	463	399	609	580
4999 Total liabilities and net position	463	399	609	580

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received therefore shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act or in any prior appropriation Act. (*Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2002.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2001 actual	2002 est.	2003 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	71	73	74
69-085500 Registration, filing, and permit fees, hazardous materials transportation	3	1	1
69-242100 Marine safety fees	20	20	20
69-272830 Maritime (title XI) loan program, Downward reestimates of subsidies	36	12	
69-273530 Alameda corridor, Downward reestimates of subsidies		63	
69-309900 Miscellaneous recoveries and refunds, not otherwise classified		1	1
General Fund Offsetting receipts from the public	130	170	96

OTHER CONSOLIDATED RECEIPTS ACCOUNTS

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles

and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. Such sums as may be necessary for fiscal year [2002] 2003 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 304. None of the funds in this Act shall be available for salaries and expenses of more than [105] 116 political and Presidential appointees in the Department of Transportation[: *Provided*, That none of the personnel covered by this provision or political and Presidential appointees in an independent agency funded in this Act may be assigned on temporary detail outside the Department of Transportation or such independent agency except to the Office of Homeland Security].

SEC. 305. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 306. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 307. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 308. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 309. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 310. (a) For fiscal year [2002] 2003, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a)(1)(A) of title 23, United States Code, for the highway use tax evasion program, amounts provided under section 110 of title 23, United States Code, and for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid Highways that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highways and highway safety programs for the previous fiscal year the funds for which are allocated by the Secretary;

(3) determine the ratio that—

(A) the obligation limitation for Federal-aid Highways less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) of section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105 of title 23, United States Code (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3)

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by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

(6) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (4) and (5) for Federal-aid highways and highway safety construction programs (other than the minimum guarantee program, but only to the extent that amounts apportioned for the minimum guarantee program for such fiscal year exceed \$2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under title 23, United States Code, in the ratio that—

(A) sums authorized to be appropriated for such programs that are apportioned to each State for such fiscal year, bear to

(B) the total of the sums authorized to be appropriated for such programs that are apportioned to all States for such fiscal year.

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—THE OBLIGATION LIMITATION FOR FEDERAL-AID HIGHWAYS SHALL NOT APPLY TO OBLIGATIONS: (1) UNDER SECTION 125 OF TITLE 23, UNITED STATES CODE; (2) UNDER SECTION 147 OF THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1978; (3) UNDER SECTION 9 OF THE FEDERAL-AID HIGHWAY ACT OF 1981; (4) UNDER SECTIONS 131(B) AND 131(J) OF THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1982; (5) UNDER SECTIONS 149(B) AND 149(C) OF THE SURFACE TRANSPORTATION AND UNIFORM RELOCATION ASSISTANCE ACT OF 1987; (6) UNDER SECTIONS 1103 THROUGH 1108 OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991; (7) UNDER SECTION 157 OF TITLE 23, UNITED STATES CODE, AS IN EFFECT ON THE DAY BEFORE THE DATE OF THE ENACTMENT OF THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY; AND (8) UNDER SECTION 105 OF TITLE 23, UNITED STATES CODE (BUT, ONLY IN AN AMOUNT EQUAL TO \$639,000,000 FOR SUCH FISCAL YEAR).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds: (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the program under section 160 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and highway-related programs under chapter 4 of title 23, United States Code; and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) of this section for a section set forth in subsection (a)(4) shall remain available until used and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

SEC. 311. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 312. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 313. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant: *Provided*, That, the Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

SEC. 314. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under “Federal Transit Administration, Capital investment grants” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2004] 2005, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 315. Notwithstanding any other provision of law, any funds appropriated before October 1, [2001] 2002, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 316. None of the funds in this Act may be used to compensate in excess of 335 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2002.]

SEC. [317] 316. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration’s “Federal-Aid Highways” account, the Federal Transit Administration’s “Transit Planning and Research” account, and to the Federal Railroad Administration’s “Safety and Operations” account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

[SEC. 318. Of the funds made available under section 1101(a)(12) and section 1503 of Public Law 105–178, as amended, \$52,973,000 are rescinded.]

[SEC. 319. Beginning in fiscal year 2002 and thereafter, the Secretary may use up to 1 percent of the amounts made available to carry out 49 U.S.C. 5309 for oversight activities under 49 U.S.C. 5327.]

[SEC. 320. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities: *Provided*, That not more than \$3,000,000 of the funds made available pursuant to 49 U.S.C. 5309(m)(2)(B) may be used by the State of Hawaii to initiate and operate a passenger ferryboat services demonstration project to test the viability of different intra-island and inter-island ferry routes.]

SEC. [321] 317. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose

of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid highways and highway safety construction.

[SEC. 322. Section 3030(a) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end, the following line: “Washington County—Wilsonville to Beaverton commuter rail.”.]

[SEC. 323. Section 3030(b) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by adding at the end the following: “Detroit, Michigan Metropolitan Airport rail project.”.]

SEC. [324] 318. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or “new age” belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants’ personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.

SEC. [325] 319. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.

SEC. [326] 320. (a) **IN GENERAL.**—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

(b) **SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.**—

(1) **PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.**—

In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) **NOTICE TO RECIPIENTS OF ASSISTANCE.**—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.

(c) **PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.**—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.

SEC. [327] 321. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair

and equitable criteria and such funds shall be available until December 31, [2002] 2003.

SEC. [328] 322. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

[SEC. 329. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, \$225,000.]

[SEC. 330. In addition to amounts otherwise made available in this Act, to enable the Secretary of Transportation to make grants for surface transportation projects, \$144,000,000, to remain available until expended.]

[SEC. 331. During fiscal year 2002, for providing support to the Department of Defense, the Coast Guard Yard and other Coast Guard specialized facilities designated by the Commandant shall qualify as components of the Department of Defense for competition and workload assignment purposes: *Provided*, That in addition, for purposes of entering into joint public-private partnerships and other cooperative arrangements for the performance of work, the Coast Guard Yard and other Coast Guard specialized facilities may enter into agreements or other arrangements, receive and retain funds from and pay funds to such public and private entities, and may accept contributions of funds, materials, services, and the use of facilities from such entities: *Provided further*, That amounts received under this section may be credited to appropriate Coast Guard accounts for fiscal year 2002.]

[SEC. 332. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than the emergency relief program; (2) the airport improvement program of the Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That no notification shall involve funds that are not available for obligation.]

[SEC. 333. (a) None of the funds made available in this Act shall be available for the design or construction of a light rail system in Houston, Texas.

(b) Notwithstanding (a), amounts made available in this Act under the heading “Federal Transit Administration, Capital investment grants” for a Houston, Texas, Metro advanced transit plan project shall be available for obligation or expenditure subject to the following conditions:

(1) Sufficient amounts shall be used for major investment studies in 4 major corridors.

(2) The Texas Department of Transportation shall review and comment on the findings of the studies under paragraph (1). Any comments by such department on such findings shall be included in any final report on such studies.

(3) If a final report on the studies under paragraph (1) is not available for at least the 1-month period preceding the date of any referendum held by the City of Houston, Texas, or by a county of Texas, regarding approval of the issuance of bonds for funding a light rail system in Houston, Texas, all information developed by such studies regarding passenger and cost estimates for such a system shall be made available to the public at least 1 month before the date of the referendum.]

[SEC. 334. None of the funds made available in this Act may be used for engineering work related to an additional runway at New Orleans International Airport.]

SEC. [335] 323. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. [336] 324. Notwithstanding any other provision of law, whenever an allocation is made of the sums authorized to be appropriated

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for expenditure on the Federal lands highway program, and whenever an apportionment is made of the sums authorized to be appropriated for expenditure on the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the bridge program, the Appalachian development highway system, and the minimum guarantee program, the Secretary of Transportation shall deduct a sum in such amount not to exceed [two-fifths of 1] 0.0045 percent of all sums so made available, as the Secretary determines necessary, to administer the provisions of law to be financed from appropriations for motor carrier safety programs and motor carrier safety research. The sum so deducted shall remain available until expended: *Provided*, That any deduction by the Secretary of Transportation in accordance with this paragraph shall be deemed to be a deduction under section 104(a)(1)(B) of title 23, United States Code.

SEC. [337] 325. For an airport project that the Administrator of the Federal Aviation Administration (FAA) determines will add critical airport capacity to the national air transportation system, the Administrator is authorized to accept funds from an airport sponsor, including entitlement funds provided under the "Grants-in-Aid for Airports" program, for the FAA to hire additional staff or obtain the services of consultants: *Provided*, That the Administrator is authorized to accept and utilize such funds only for the purpose of facilitating the timely processing, review, and completion of environmental activities associated with such project.

[SEC. 338. None of the funds made available in this Act may be used to further any efforts toward developing a new regional airport for southeast Louisiana until a comprehensive plan is submitted by a commission of stakeholders to the Administrator of the Federal Aviation Administration and that plan, as approved by the Administrator, is submitted to and approved by the Senate Committee on Appropriations and the House Committee on Appropriations.]

[SEC. 339. Notwithstanding any other provision of law, States may use funds provided in this Act under section 402 of title 23, United States Code, to produce and place highway safety public service messages in television, radio, cinema and print media, and on the Internet in accordance with guidance issued by the Secretary of Transportation: *Provided*, That any State that uses funds for such public service messages shall submit to the Secretary a report describing and assessing the effectiveness of the messages: *Provided further*, That \$8,000,000 of the funds allocated for innovative seat belt projects under section 157 of title 23, United States Code, shall be used by the States, as directed by the National Highway Traffic Safety Administrator, to purchase advertising in broadcast or print media to publicize the States' seat belt enforcement efforts during one or more of the Operation ABC National Mobilizations: *Provided further*, That up to \$2,000,000 of the funds allocated for innovative seat belt projects under section 157 of title 23, United States Code, shall be used by the Administrator to evaluate the effectiveness of State seat belt programs that purchase advertising as provided by this section.]

[SEC. 340. Item 1348 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century is amended by striking "Extend West Douglas Road" and inserting "Construct Gastineau Channel Second Crossing to Douglas Island".]

[SEC. 341. None of the funds in this Act may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.]

[SEC. 342. Item 642 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century, relating to Washington, is amended by striking "Construct passenger ferry facility to serve Southworth, Seattle" and inserting "Passenger only ferry to serve Kitsap and King Counties to Seattle".]

[SEC. 343. Item 1793 in section 1602 of the Transportation Equity Act for the 21st Century, relating to Washington, is amended by striking "Southworth Seattle Ferry" and inserting "Passenger only ferry to serve Kitsap and King Counties to Seattle".]

[SEC. 344. Item 576 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 278) is amended by striking "Bull Shoals Lake Ferry in Taney County"

and inserting "Construct the Missouri Center for Advanced Highway Safety (MOCAHS)".]

[SEC. 345. The transit station operated by the Washington Metropolitan Area Transit Authority located at Ronald Reagan Washington National Airport, and known as the National Airport Station, shall be known and designated as the "Ronald Reagan Washington National Airport Station". The Washington Metropolitan Area Transit Authority shall modify the signs at the transit station, and all maps, directories, documents, and other records published by the Authority, to reflect the redesignation.]

SEC. [346] 326. None of the funds appropriated or otherwise made available in this Act may be made available to any person or entity convicted of violating the Buy American Act (41 U.S.C. 10a-10c).

[SEC. 347. For fiscal year 2002, notwithstanding any other provision of law, historic covered bridges eligible for Federal assistance under section 1224 of the Transportation Equity Act for the 21st Century, as amended, may be funded from amounts set aside for the discretionary bridge program.]

[SEC. 348. None of the funds provided in this Act or prior Appropriations Acts for Coast Guard "Acquisition, construction, and improvements" shall be available after the fifteenth day of any quarter of any fiscal year, unless the Commandant of the Coast Guard first submits a quarterly report to the House and Senate Committees on Appropriations on all major Coast Guard acquisition projects including projects executed for the Coast Guard by the United States Navy and vessel traffic service projects: *Provided*, That such reports shall include an acquisition schedule, estimated current and year funding requirements, and a schedule of anticipated obligations and outlays for each major acquisition project: *Provided further*, That such reports shall rate on a relative scale the cost risk, schedule risk, and technical risk associated with each acquisition project and include a table detailing unobligated balances to date and anticipated unobligated balances at the close of the fiscal year and the close of the following fiscal year should the Administration's pending budget request for the acquisition, construction, and improvements account be fully funded: *Provided further*, That such reports shall also provide abbreviated information on the status of shore facility construction and renovation projects: *Provided further*, That all information submitted in such reports shall be current as of the last day of the preceding quarter.]

[SEC. 349. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$5,000,000, which limits fiscal year 2002 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$120,323,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.]

[SEC. 350. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO. (a) No funds limited or appropriated in this Act may be obligated or expended for the review or processing of an application by a Mexican motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border until the Federal Motor Carrier Safety Administration—

(1)(A) requires a safety examination of such motor carrier to be performed before the carrier is granted conditional operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border;

(B) requires the safety examination to include—

(i) verification of available performance data and safety management programs;

(ii) verification of a drug and alcohol testing program consistent with part 40 of title 49, Code of Federal Regulations;

(iii) verification of that motor carrier's system of compliance with hours-of-service rules, including hours-of-service records;

(iv) verification of proof of insurance;

(v) a review of available data concerning that motor carrier's safety history, and other information necessary to determine the carrier's preparedness to comply with Federal Motor Carrier Safety rules and regulations and Hazardous Materials rules and regulations;

(vi) an inspection of that Mexican motor carrier's commercial vehicles to be used under such operating authority, if any such commercial vehicles have not received a decal from the inspection required in subsection (a)(5);

- (vii) an evaluation of that motor carrier's safety inspection, maintenance, and repair facilities or management systems, including verification of records of periodic vehicle inspections;
- (viii) verification of drivers' qualifications, including a confirmation of the validity of the Licencia de Federal de Conductor of each driver of that motor carrier who will be operating under such authority; and
- (ix) an interview with officials of that motor carrier to review safety management controls and evaluate any written safety oversight policies and practices.
- (C) requires that—
- (i) Mexican motor carriers with three or fewer commercial vehicles need not undergo on-site safety examination; however 50 percent of all safety examinations of all Mexican motor carriers shall be conducted onsite; and
- (ii) such on-site inspections shall cover at least 50 percent of estimated truck traffic in any year.
- (2) requires a full safety compliance review of the carrier consistent with the safety fitness evaluation procedures set forth in part 385 of title 49, Code of Federal Regulations, and gives the motor carrier a satisfactory rating, before the carrier is granted permanent operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border, and requires that any such safety compliance review take place within 18 months of that motor carrier being granted conditional operating authority, provided that—
- (A) Mexican motor carriers with three or fewer commercial vehicles need not undergo onsite compliance review; however 50 percent of all compliance reviews of all Mexican motor carriers shall be conducted on-site; and
- (B) any Mexican motor carrier with 4 or more commercial vehicles that did not undergo an on-site safety exam under (a)(1)(C), shall undergo an on-site safety compliance review under this section.
- (3) requires Federal and State inspectors to verify electronically the status and validity of the license of each driver of a Mexican motor carrier commercial vehicle crossing the border;
- (A) for every such vehicle carrying a placardable quantity of hazardous materials;
- (B) whenever the inspection required in subsection (a)(5) is performed; and
- (C) randomly for other Mexican motor carrier commercial vehicles, but in no case less than 50 percent of all other such commercial vehicles.
- (4) gives a distinctive Department of Transportation number to each Mexican motor carrier operating beyond the commercial zone to assist inspectors in enforcing motor carrier safety regulations including hours-of-service rules under part 395 of title 49, Code of Federal Regulations;
- (5) requires, with the exception of Mexican motor carriers that have been granted permanent operating authority for three consecutive years—
- (A) inspections of all commercial vehicles of Mexican motor carriers authorized, or seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border that do not display a valid Commercial Vehicle Safety Alliance inspection decal, by certified inspectors in accordance with the requirements for a Level I Inspection under the criteria of the North American Standard Inspection (as defined in section 350.105 of title 49, Code of Federal Regulations), including examination of the driver, vehicle exterior and vehicle under-carriage;
- (B) a Commercial Vehicle Safety Alliance decal to be affixed to each such commercial vehicle upon completion of the inspection required by clause (A) or a re-inspection if the vehicle has met the criteria for the Level I inspection; and
- (C) that any such decal, when affixed, expire at the end of a period of not more than 90 days, but nothing in this paragraph shall be construed to preclude the Administration from requiring reinspection of a vehicle bearing a valid inspection decal or from requiring that such a decal be removed when a certified Federal or State inspector determines that such a vehicle has a safety violation subsequent to the inspection for which the decal was granted.
- (6) requires State inspectors who detect violations of Federal motor carrier safety laws or regulations to enforce them or notify Federal authorities of such violations;
- (7)(A) equips all United States-Mexico commercial border crossings with scales suitable for enforcement action; equips 5 of the 10 such crossings that have the highest volume of commercial vehicle traffic with weigh-in-motion (WIM) systems; ensures that the remaining 5 such border crossings are equipped within 12 months; requires inspectors to verify the weight of each Mexican motor carrier commercial vehicle entering the United States at said WIM equipped high volume border crossings; and
- (B) initiates a study to determine which other crossings should also be equipped with weigh-in-motion systems;
- (8) the Federal Motor Carrier Safety Administration has implemented a policy to ensure that no Mexican motor carrier will be granted authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border unless that carrier provides proof of valid insurance with an insurance company licensed in the United States;
- (9) requires commercial vehicles operated by a Mexican motor carrier to enter the United States only at commercial border crossings where and when a certified motor carrier safety inspector is on duty and where adequate capacity exists to conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out-of-service as a result of said inspections.
- (10) publishes—
- (A) interim final regulations under section 210(b) of the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31144 note) that establish minimum requirements for motor carriers, including foreign motor carriers, to ensure they are knowledgeable about Federal safety standards, that may include the administration of a proficiency examination;
- (B) interim final regulations under section 31148 of title 49, United States Code, that implement measures to improve training and provide for the certification of motor carrier safety auditors;
- (C) a policy under sections 218(a) and (b) of that Act (49 U.S.C. 31133 note) establishing standards for the determination of the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border;
- (D) a policy under section 219(d) of that Act (49 U.S.C. 14901 note) that prohibits foreign motor carriers from leasing vehicles to another carrier to transport products to the United States while the lessor is subject to a suspension, restriction, or limitation on its right to operate in the United States; and
- (E) a policy under section 219(a) of that Act (49 U.S.C. 14901 note) that prohibits foreign motor carriers from operating in the United States that is found to have operated illegally in the United States.
- (b) No vehicles owned or leased by a Mexican motor carrier and carrying hazardous materials in a placardable quantity may be permitted to operate beyond a United States municipality or commercial zone until the United States has completed an agreement with the Government of Mexico which ensures that drivers of such vehicles carrying such placardable quantities of hazardous materials meet substantially the same requirements as United States drivers carrying such materials.
- (c) No vehicles owned or leased by a Mexican motor carrier may be permitted to operate beyond United States municipalities and commercial zones under conditional or permanent operating authority granted by the Federal Motor Carrier Safety Administration until—
- (1) the Department of Transportation Inspector General conducts a comprehensive review of border operations within 180 days of enactment to verify that—
- (A) all new inspector positions funded under this Act have been filled and the inspectors have been fully trained;
- (B) each inspector conducting on-site safety compliance reviews in Mexico consistent with the safety fitness evaluation procedures set forth in part 385 of title 49, Code of Federal Regulations, is fully trained as a safety specialist;
- (C) the requirement of subparagraph (a)(2) has not been met by transferring experienced inspectors from other parts of the United States to the United States-Mexico border, undermining the level of inspection coverage and safety elsewhere in the United States;
- (D) the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance with hours-of-service rules under part 395 of title 49, Code of Federal Regulations, by Mexican motor carriers seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border;

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(E) the information infrastructure of the Mexican government is sufficiently accurate, accessible, and integrated with that of United States enforcement authorities to allow United States authorities to verify the status and validity of licenses, vehicle registrations, operating authority and insurance of Mexican motor carriers while operating in the United States, and that adequate telecommunications links exist at all United States-Mexico border crossings used by Mexican motor carrier commercial vehicles, and in all mobile enforcement units operating adjacent to the border, to ensure that licenses, vehicle registrations, operating authority and insurance information can be easily and quickly verified at border crossings or by mobile enforcement units;

(F) there is adequate capacity at each United States-Mexico border crossing used by Mexican motor carrier commercial vehicles to conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out-of-service as a result of said inspections;

(G) there is an accessible database containing sufficiently comprehensive data to allow safety monitoring of all Mexican motor carriers that apply for authority to operate commercial vehicles beyond United States municipalities and commercial zones on the United States-Mexico border and the drivers of those vehicles; and

(H) measures are in place to enable United States law enforcement authorities to ensure the effective enforcement and monitoring of license revocation and licensing procedures of Mexican motor carriers.

(2) The Secretary of Transportation certifies in writing in a manner addressing the Inspector General's findings in paragraphs (c)(1)(A) through (c)(1)(H) of this section that the opening of the border does not pose an unacceptable safety risk to the American public.

(d) The Department of Transportation Inspector General shall conduct another review using the criteria in (c)(1)(A) through (c)(1)(H) consistent with paragraph (c) of this section, 180 days after the first review is completed, and at least annually thereafter.

(e) For purposes of this section, the term "Mexican motor carrier" shall be defined as a Mexico-domiciled motor carrier operating beyond United States municipalities and commercial zones on the United States-Mexico border.

(f) In addition to amounts otherwise made available in this Act, to be derived from the Highway Trust Fund, there is hereby appropriated to the Federal Motor Carrier Safety Administration, \$25,866,000 for the salary, expense, and capital costs associated with the requirements of this section.】

【SEC. 351. Notwithstanding any other provision of law, for the purpose of calculating the non-federal contribution to the net project cost of the Regional Transportation Commission Resort Corridor Fixed Guideway Project in Clark County, Nevada, the Secretary of Transportation shall include all non-federal contributions (whether public or private) made on or after January 1, 2000 for engineering, final design, and construction of any element or phase of the project, including any fixed guideway project or segment connecting to that project, and also shall allow non-federal funds (whether public or private) expended on one element or phase of the project to be used to meet the non-federal share requirement of any element or phase of the project.】

【SEC. 352. (a) FINDINGS.—Congress makes the following findings:

(1) The condition of highway, railway, and waterway infrastructure across the Nation varies widely and is in need of improvement and investment.

(2) Thousands of tons of hazardous materials, including a very small amount of high-level radioactive material, are transported along the Nation's highways, railways, and waterways each year.

(3) The volume of hazardous material transport increased by over one-third in the last 25 years and is expected to continue to increase. Some propose significantly increasing radioactive material transport.

(4) Approximately 261,000 people were evacuated across the Nation because of rail-related incidents involving hazardous materials between 1978 and 1995, and during that period industry reported 8 transportation accidents involving the small volume of high level radioactive waste transported during that period.

(5) The Federal Railroad Administration has significantly decreased railroad inspections and has allocated few resources since

1993 to assure the structural integrity of railroad bridges. Train derailments have increased by 18 percent over roughly the same period.

(6) The poor condition of highway, railway, and waterway infrastructure, increases in the volume of hazardous material transport, and proposed increases in radioactive material transport increase the risk of incidents involving such materials.

(7) Measuring the risks of hazardous or radioactive material incidents and preventing such incidents requires specific information concerning the condition and suitability of specific transportation routes contemplated for such transport to inform and enable investment in related infrastructure.

(8) Mitigating the impact of hazardous and radioactive material transportation incidents requires skilled, localized, and well-equipped emergency response personnel along all specifically identified transportation routes.

(9) Incidents involving hazardous or radioactive material transport pose threats to the public health and safety, the environment, and the economy.

(b) STUDY.—The Secretary of Transportation shall, in consultation with the Comptroller General of the United States, conduct a study of the effects to public health and safety, the environment, and the economy associated with the transportation of hazardous and radioactive material.

(c) MATTERS TO BE ADDRESSED.—The study under subsection (b) shall address the following matters:

(1) Whether the Federal Government conducts or reviews individualized and detailed evaluations and inspections of the condition and suitability of specific transportation routes for the current, and any anticipated or proposed, transport of hazardous and radioactive material, including whether resources and information are adequate to conduct such evaluations and inspections.

(2) The costs and time required to ensure adequate inspection of specific transportation routes and related infrastructure and to complete the infrastructure improvements necessary to ensure the safety of current, and any anticipated or proposed, hazardous and radioactive material transport.

(3) Whether emergency preparedness personnel, emergency response personnel, and medical personnel are adequately trained and equipped to promptly respond to incidents along specific transportation routes for current, anticipated, or proposed hazardous and radioactive material transport.

(4) The costs and time required to ensure that emergency preparedness personnel, emergency response personnel, and medical personnel are adequately trained and equipped to promptly respond to incidents along specific transportation routes for current, anticipated, or proposed hazardous and radioactive material transport.

(5) The availability of, or requirements to, establish governmental and commercial information collection and dissemination systems adequate to provide public and emergency responders in an accessible manner, with timely, complete, specific, and accurate information (including databases) concerning actual, proposed, or anticipated shipments by highway, railway, or waterway of hazardous and radioactive materials, including incidents involving the transportation of such materials by those means and the public safety implications of such dissemination.

(d) DEADLINE FOR COMPLETION.—The study under subsection (b) shall be completed not later than 6 months after the date of the enactment of this Act.

(e) REPORT.—Upon completion of the study under subsection (b), the Secretary shall submit to Congress a report on the study.】

【SEC. 353. In selecting projects to carry out using funds appropriated under section 110 of title 23, United States Code, the States of Georgia, Alabama, and Mississippi shall give priority consideration to the following projects:

(1) Improving Johnson Ferry Road from the Chattahoochee River to Abernathy Road, including the bridge over the Chattahoochee River, Georgia.

(2) Widening Abernathy Road from 2 to 4 lanes from Johnson Ferry Road to Roswell Road, Georgia.

(3) Constructing approaches to the Patton Island Bridge, Alabama.

(4) Planning, design, engineering, and construction of an interchange on I-55, at approximately mile marker 114, and connector roads in Madison County, Mississippi.】

【SEC. 354. Section 355(a) of the National Highway System Designation Act of 1995 (109 Stat. 624) is amended by striking "has achieved"

and all that follows and inserting the following: “has achieved a safety belt use rate of not less than 50 percent.”.]

[SEC. 355. Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall conduct a study and submit to Congress a report on the costs and benefits of constructing a third bridge across the Mississippi River in the Memphis, Tennessee, metropolitan area.]

[SEC. 356. (a) Congress makes the following findings:

(1) Section 345 of the National Highway System Designation Act of 1995 authorizes limited relief to drivers of certain types of commercial motor vehicles from certain restrictions on maximum driving time and on-duty time.

(2) Subsection (c) of that section requires the Secretary of Transportation to determine by rulemaking proceedings that the exemptions granted are not in the public interest and adversely affect the safety of commercial motor vehicles.

(3) Subsection (d) of that section requires the Secretary of Transportation to monitor the safety performance of drivers of commercial motor vehicles who are subject to an exemption under section 345 and report to Congress prior to the rulemaking proceedings.

(b) It is the sense of Congress that the Secretary of Transportation should not take any action that would diminish or revoke any exemption in effect on the date of the enactment of this Act for drivers of vehicles under section 345 of the National Highway System Designation Act of 1995 (Public Law 104–59; 109 Stat. 613; 49 U.S.C. 31136 note) unless the requirements of subsections (c) and (d) of such section are satisfied.]

[SEC. 357. Point Retreat Light Station shall be transferred to the Alaska Lighthouse Association consistent with the terms and conditions of section 416(b)(2) of Public Law 105–383.]

[SEC. 358. PRIORITY HIGHWAY PROJECTS, MINNESOTA. In selecting projects to carry out using funds apportioned under section 110 of title 23, United States Code, the State of Minnesota shall give priority consideration to the following projects:

(1) The Southeast Main and Rail Relocation Project in Moorhead, Minnesota.

(2) Improving access to and from I–35 W at Lake Street in Minneapolis, Minnesota.]

[SEC. 359. Notwithstanding any other provision of law, the Secretary of Transportation shall approve the use of funds apportioned under paragraphs (1) and (3) of section 104(b) of title 23, United States Code, for construction of Type II noise barriers—

(1) at the locations identified in section 358 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (113 Stat. 1027);

(2) on the west side of Interstate Route 285 from Henderson Mill Road to Chamblee Tucker Road in DeKalb County, Georgia;

(3) on the east and west sides of Interstate Route 85, extending from Virginia Avenue to Metropolitan Parkway in Fulton County, Georgia;

(4) on the east and west sides of Interstate 285 from the South Fulton Parkway/Interstate Route 85 interchange north to Interstate Route 20;

(5) on the east side of Interstate Route 75 from Howell Mill Road to West Paces Ferry Road in Fulton County, Georgia;

(6) on the east and west sides of Interstate Route 75 between Chastain Road and Georgia State Route 92 in Cobb and Cherokee Counties, Georgia; and

(7) on the south side of Interstate 95 in Bensalem Township, between exit 25 and exit 26, Bucks County, Pennsylvania.]

[SEC. 360. Notwithstanding any other provision of law, of the funds apportioned to the State of Oklahoma under section 110 of title 23, United States Code, for fiscal year 2001, the \$4,300,000 specified under the heading “Federal-Aid Highways (Limitation on Obligations)” in the Department of Transportation and Related Agencies Appropriations Act, 2001 (Public Law 106–346) for reconstruction of U.S. 177 in the vicinity of Cimarron River, Oklahoma, shall be available instead only for the widening of U.S. 177 from SH–33 to 32nd Street in Stillwater, Oklahoma, and such amount shall be subject to the provisions of the last proviso under such heading.]

[SEC. 361. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105–178) is amended by inserting at the end:

“(D) Alabama State Docks intermodal passenger and freight facility.”.]

[SEC. 362. Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended by adding at the end the following:

“(44) The Louisiana Highway 1 corridor from Grand Isle, Louisiana, along Louisiana Highway 1, to the intersection with United States Route 90.”.]

[SEC. 363. Item 425 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 272) is amended by striking “Extend” and all that follows through “Parish” and inserting the following: “Extend and improve Louisiana Route 42 from and along U.S. 61 to I–10 in Ascension and East Baton Rouge Parishes”.]

[SEC. 364. Items 111 and 1583 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 261 and 315), relating to Kentucky, are each amended by inserting after “Paducah” the following: “and other areas in the city of Paducah and McCracken County, Kentucky”.]

[SEC. 365. (a) Section 1105(c)(3) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by striking: “then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, Somerset, Columbia, Bowling Green, Hopkinsville, Benton, and Paducah” and inserting: “then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, and Somerset; then, generally following the Louie B. Nunn Parkway corridor from Somerset to Columbia, to Glasgow, to I–65; then to Bowling Green, Hopkinsville, Benton, and Paducah”.

(b) Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by inserting after “subsection (c)(1)”, the following: “subsection (c)(3) (solely as it relates to the Kentucky Corridor).”.]

[SEC. 366. Section 1105(c)(18) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by adding:

“(E) In Kentucky, the corridor shall utilize the existing Purchase Parkway from the Tennessee State line to Interstate 24.”.]

[SEC. 367. Section 1105(e)(5)(B)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240), as amended, is hereby further amended by adding: “The Louie B. Nunn Parkway corridor referred to in subsection (c)(3) shall be designated as Interstate Route 66. A State having jurisdiction over any segment of routes and/or corridors referred to in subsections (c)(3) shall erect signs identifying such segment that is consistent with the criteria set forth in subsections (e)(5)(A)(i) and (e)(5)(A)(ii) as Interstate Route 66. Notwithstanding the provisions of subsections (e)(5)(A)(i) and (e)(5)(A)(ii), or any other provisions of this Act, the Commonwealth of Kentucky shall erect signs, as approved by the Secretary, identifying the routes and/or corridors described in subsection (c)(3) for the Commonwealth, as segments of future Interstate Route 66. The Purchase Parkway corridor referred to in subsection (c)(18)(E) shall be designated as Interstate Route 69. A State having jurisdiction over any segment of routes and/or corridors referred to in subsections (c)(18) shall erect signs identifying such segment that is consistent with the criteria set forth in subsections (e)(5)(A)(i) and (e)(5)(A)(ii) as Interstate Route 69. Notwithstanding the provisions of subsections (e)(5)(A)(i) and (e)(5)(A)(ii), or any other provisions of this Act, the Commonwealth of Kentucky shall erect signs, as approved by the Secretary, identifying the routes and/or corridors described in subsection (c)(18) for the Commonwealth, as segments of future Interstate Route 69.”.]

[SEC. 368. Notwithstanding any other provision of law, any funds made available to the southern coalition for advanced transportation (SCAT) in the Department of Transportation and Related Agencies Appropriations Act, 2000, Public Law 106–69, under Capital Investment Grants, or identified in the conference report accompanying the Department of Transportation and Related Agencies Appropriations Act, 2001, Public Law 106–346, that remain unobligated shall be transferred to Transit Planning and Research and made available to the electric transit vehicle institute (ETVI) in Tennessee for research administered under the provisions of 49 U.S.C. 5312.]

[SEC. 369. Chapter 9 of title II of the Supplemental Appropriations Act, 2001 (Public Law 107–20) is amended by deleting the heading “(Highway Trust Fund)” under the heading “Federal-aid Highways”; and inserting in the body under the heading “Federal-aid Highways” after “available” the following: “from the Highway Trust Fund (other than the mass transit account) or the general fund”; and striking “103–311” and inserting in lieu thereof “103–331”.]

[SEC. 370. Notwithstanding the project descriptions contained in table item number 865 of section 1602 of Public Law 105–178, table item number 77 of section 1106(a) of Public Law 102–240 and section 1069(d) relating to the Riverside Expressway in Fairmont, West Vir-

(INCLUDING TRANSFERS OF FUNDS)—Continued

ginia, amounts available under such provision shall be available to carry out any project eligible under title 23, United States Code, in the vicinity of Fairmont, West Virginia.】

【SEC. 371. Item 71 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century, Public Law 105-178, is amended by replacing “restore First and Main Streets to two-way traffic” with “traffic safety and pedestrian improvements in downtown Miamisburg”.】

【SEC. 372. Item 258 in the table under the heading “Capital Investment Grants” in title I of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106-69; 113 Stat. 1006) is amended by striking “Killington-Sherburne satellite bus facility” and inserting “Marble Valley Regional Transit District buses”.】

【SEC. 373. Of the funds available in item 73 of the table contained in section 1106(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240), \$5,700,000 shall be available for construction of a parking facility for the inner harbor/redevelopment project in Buffalo, New York.】

【SEC. 374. Of the funds available in item 630 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178) as amended by section 1102 of chapter 11 of the Consolidated Appropriations Act, 2001 (Public Law 106-554) shall be available for the construction of a parking facility for the inner harbor/redevelopment project in Buffalo, New York.】

SEC. 327. *The federal share of funds available for new fixed guideway projects under 49 U.S.C. 5309, after September 30, 2003, shall not be more than 50 percent: Provided, That this limitation shall not apply to projects for which a full finding grant agreement has been executed prior to October 1, 2003.*

SEC. 328. *Of the funds made available under section 1119 of the Transportation Equity Act for the 21st Century (P.L. 105-178), as amended, \$47,000,000 shall be set aside for construction of state border safety inspection facilities in the states of Arizona, California, New Mexico, and Texas.*

SEC. 329. *Funds available or limited under this Act for the administration and operation of the Federal Highway Administration shall be available to purchase promotional items of nominal value for use in recruitment of individuals for employment and to promote the safety programs of the Federal Highway Administration.*

SEC. 330. *The Secretary of Transportation shall increase fees charged for hazardous material registration and inspection under chapter 51 of title 49, U.S.C. (except section 5108(g)(2), 5109, 5112, 5115, 5116 and 5119), so as to result in additional collections in fiscal year 2003 estimated at \$5,987,000, to be credited to a special fund in the Treasury as offsetting receipts, which amount shall be available until expended for the purposes of the “Research and Special Programs” account: Provided, That the amounts appropriated for fiscal year 2003 from the general fund for the “Research and Special Programs” account shall be reduced by \$5,987,000.*

SEC. 331. *The Secretary of Transportation shall charge fees for railroad safety under chapter 51 of title 49, U.S.C., and subtitle V, part A of title 49, U.S.C., so as to result in collections in fiscal year 2003 estimated at \$59,000,000, to be credited to a special fund in the Treasury as offsetting receipts, of which \$45,000,000 shall be available for the purposes of the Federal Railroad Administration’s “Safety and Operations” account, and of which \$14,000,000 shall be available for the purposes of the Federal Railroad Administration’s “Railroad Research and Development” account: Provided further, That such amounts shall remain available until expended: Provided further, That the amounts appropriated for fiscal year 2003 from the general fund for “Safety and Operations” and “Railroad Research and Development” accounts shall be reduced by \$45,000,000 and \$14,000,000, respectively.*

SEC. 332. *Section 41742 of title 49, United States Code is amended:*
 (a) *in subsection (a)(2), by inserting “or otherwise provided to the Office of the Secretary or the Federal Aviation Administration” after “appropriated”; by deleting “\$15,000,000” and inserting “\$63,000,000”; and by adding “(49 USCS §§ 41731 et seq.)” immediately after “subchapter”; and*

(b) *adding the following new paragraphs after subsection (a)(2):*

“(3) *Notwithstanding any other provision of subchapter II of chapter 417 of this title, no subsidy level provided to an air carrier in order to provide service under this subchapter, with the exception of service to communities within Alaska, may exceed \$275 per person.*”

“(4) *ANTIDEFICIENCY ACT APPLICABILITY.—The Antideficiency Act (31 U.S.C. 1341 et seq.) remains applicable to obligations made under sections 41733 and 41734 of this title. The Secretary of Transportation shall take such actions as deemed necessary to ensure funding does not exceed funds available to avoid violation of such Act, and shall report any such actions taken to the Congress.*”.

SEC. 333. *The Secretary of Transportation shall charge commercial vessels a fee for navigational assistance services provided by the U.S. Coast Guard under chapter 5, section 81 of title 14, U.S.C., so as to result in collections in fiscal year 2003 estimated at \$165,000,000, to be credited to a special fund in the Treasury as offsetting receipts, of which \$165,000,000 shall be available for the purposes of the U.S. Coast Guard’s “Operating Expenses” account: Provided, That the amounts appropriated for fiscal year 2003 from the general fund for “Operating Expenses” account shall be reduced by \$165,000,000.*

SEC. 334. *Notwithstanding 10 U.S.C. 1116(c), payments into the Department of Defense Medicare-Eligible Retiree Health Care Fund for fiscal year 2003 under 10 U.S.C. 1116(a) shall be from funds available in the Coast Guard Operating Expenses account.*

SEC. 335. *The matching requirements of the emergency fund authorized by section 125 and the Federal share payable authorized by section 120 of title 23, United States Code, will be waived to pay the costs of projects in response to the attack on the World Trade Center in New York City that occurred on September 11, 2001—(1) notwithstanding section 120(e) of that title, the Federal share of the cost of any such highway project shall be 100 percent; and (2) notwithstanding section 125(d)(1) of that title, the Secretary of Transportation may obligate more than \$100,000,000 for those projects.*

[GENERAL PROVISIONS, THIS CHAPTER]

【SEC. 1101. Section 5117(b)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178; 112 Stat. 449; 23 U.S.C. 502 note) is amended—

(1) by redesignating subparagraphs (C), (D), and (E) as subparagraphs (D), (F), and (G), respectively;

(2) by inserting after subparagraph (B) the following new subparagraph (C):

“(C) **FOLLOW-ON DEPLOYMENT.**—(i) After an intelligent transportation infrastructure system deployed in an initial deployment area pursuant to a contract entered into under the program under this paragraph has received system acceptance, the Department of Transportation has the authority to extend the original contract that was competitively awarded for the deployment of the system in the follow-on deployment areas under the contract, using the same asset ownership, maintenance, fixed price contract, and revenue sharing model, and the same competitively selected consortium leader, as were used for the deployment in that initial deployment area under the program.

“(ii) If any one of the follow-on deployment areas does not commit, by July 1, 2002, to participate in the deployment of the system under the contract, then, upon application by any of the other follow-on deployment areas that have committed by that date to participate in the deployment of the system, the Secretary shall supplement the funds made available for any of the follow-on deployment areas submitting the applications by using for that purpose the funds not used for deployment of the system in the nonparticipating area. Costs paid out of funds provided in such a supplementation shall not be counted for the purpose of the limitation on maximum cost set forth in subparagraph (B).”;

(3) by inserting after subparagraph (D), as redesignated by paragraph (1), the following new subparagraph (E):

“(E) **DEFINITIONS.**—In this paragraph:

“(i) The term ‘initial deployment area’ means a metropolitan area referred to in the second sentence of subparagraph (A).

“(ii) The term ‘follow-on deployment areas’ means the metropolitan areas of Baltimore, Birmingham, Boston, Chicago, Cleveland, Dallas/Ft. Worth, Denver, Detroit, Houston, Indianapolis, Las Vegas, Los Angeles, Miami, New York/Northern New Jersey, Northern Kentucky/Cincinnati, Oklahoma City, Orlando, Philadelphia, Phoenix, Pittsburgh, Portland, Providence, Salt Lake, San Diego, San Francisco, St. Louis, Seattle, Tampa, and Washington, District of Columbia.”; and

(4) in subparagraph (D), as redesignated by paragraph (1), by striking “subparagraph (D)” and inserting “subparagraph (F)”.】

【SEC. 1102. No appropriated funds or revenues generated by the National Railroad Passenger Corporation may be used to implement section 204(c)(2) of Public Law 105–134 until the Congress has enacted an Amtrak Reauthorization Act.】

【SEC. 1103. (a) Notwithstanding any other provision of law, of the funds authorized under section 110 of title 23, United States Code, for fiscal year 2002, no funds shall be available for the program authorized under section 1101(a)(11) of Public Law 105–178 and \$29,542,304 shall be set aside for the project as authorized under title IV of the National Highway System Designation Act of 1995, as amended: *Provided*, That, if funds authorized under these provisions have been distributed then the amount so specified shall be recalled proportionally from those funds distributed to the States under section 110(b)(4)(A) and (B) of title 23, United States Code.

(b) Notwithstanding any other provision of law, for fiscal year 2002, funds available for environmental streamlining activities under section 104(a)(1)(A) of title 23, United States Code, may include making grants to, or entering into contracts, cooperative agreements, and other transactions, with a Federal agency, State agency, local agency, authority, association, nonprofit or for-profit corporation, or institution of higher education.

(c) Notwithstanding any other provision of law, of the funds authorized under section 110 of title 23, United States Code, for fiscal year 2002, and made available for the National motor carrier safety program, \$5,896,000 shall be for State commercial driver's license program improvements.

(d) Notwithstanding any other provision of law, of the funds authorized under section 110 of title 23, United States Code, for fiscal year 2002, and made available for border infrastructure improvements, up to \$2,300,000 shall be made available to carry out section 1119(d) of the Transportation Equity Act for the 21st Century, as amended.】

【SEC. 1104. Notwithstanding any other provision of law, of the amounts appropriated in fiscal year 2002 for the Research and Special Programs Administration, \$3,170,000 of funds provided for research and special programs shall remain available until September 30, 2004, and \$22,786,000 of funds provided for the pipeline safety program derived from the pipeline safety fund shall remain available until September 30, 2004.】

【SEC. 1105. Item 1497 in the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 312), relating to Alaska, is amended by inserting “and construct capital improvements to intermodal marine freight and passenger facilities and access thereto” before “in Anchorage”.】

【SEC. 1106. The Department of Transportation and Related Agencies Appropriations Act, 2002 is amended in section 330 by striking “\$144,000,000” and inserting “\$148,300,000” and in section 349 by striking “\$5,000,000” and inserting “\$9,300,000” and by striking “\$120,323,000” and inserting “\$116,023,000”.】

【SEC. 1107. Notwithstanding any other provision of law, none of the funds in the Department of Transportation and Related Agencies Appropriations Act, 2002 shall be available for salaries and expenses of more than 102 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the funds in this Act, or any other Appropriations Act for fiscal year 2002, shall be available for the position of Under Secretary of Transportation for Policy or the position of Assistant Secretary for Public Affairs.】

【SEC. 1108. Section 1511(b) of the Transportation Equity Act for the 21st Century (Public Law 105–178), as amended, is amended by striking “Rhode Island” and inserting in lieu thereof “Rhode Island, and Texas” and by inserting before the period in subsection (b)(1)(A) “, provided that Texas may not compete for funds previously allocated or appropriated to any other State”.】 (*Emergency Supplemental Act, 2002.*)